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19th, 21st, 22nd, 23rd and 26th FEBRUARY.

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EXTRA PERFORMANCE WILL BE GIVEN ON
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BOOKING AT ANDERSONS.

Reserved Seats \$3.

GAY KEE,
Sanitary Merchant & Engineer.

DAVID HOUSE, Hongkong.

EUROPEAN Y.M.C.A.

INCREASE IN MEMBERSHIP IS SHOWN.

The report of the Board of Directors of the European Y.M.C.A. for the year ending December 31, 1928, states—

The Association Activities.—The programme undertaken was similar to that of the previous years. The Association rooms and the club facilities have been used to a greater extent by the members than formerly. Additional accommodation has been provided by the closing-in of two verandahs.

The Quiet Hour.—It is gratifying to report an increased attendance at the "Quiet Hour," the Association Sunday meeting. It was continued without a break throughout the year. The addresses given by speakers of different denominations were much appreciated.

Literary and Debating Club.—There was an average attendance of 49 at the meetings of this section. The subjects chosen for the debates included the Flapper Vote, the Influence of the Press, a comparison of Life at Home and in Hongkong, and the question of the Instalment System.

Library.—The total number of books in the library is 2,140: this number is made up of 900 "fiction," 605 "miscellaneous," 480 "sea-going" and 155 "reference." This does not include 75 volumes which were removed, as being slightly damaged, and given for use among the Services. Approximately 6,480 volumes were taken out by members in 1928. Various members have presented books to the library, and we tender them our thanks.

Ladies' Nights.—These monthly gatherings, held in the cool season, retained their popularity. They take the form of a novel entertainment, preceded by dinner.

Sport Activities.
Bridge and Whist Drives.—Held once monthly bridge and whist alternately, these drives have proved very successful. The members invited their lady friends.

Christmas Day.—The members invited Service men to their Christmas tiffin. A hockey match was played in the afternoon, followed by a tea.

Tennis.—In addition to the grass courts at King's Park, two hard courts are now available at the rear of the Y.M.C.A. building. Several tournaments and matches with other clubs have been played. A limited number of honorary lady members are admitted.

Hockey.—The season was started with the initial set-back of the loss of six of the players of last year's very successful team: in spite of this, many more joined and although the record reads somewhat monotonously, the full fixture list gives opportunity for many interesting games for the 1st XI. The 2nd XI is composed very largely of those who are taking up the game for the first time, and the novices evince great keenness.

Results of matches:
1st XI played 23, won 6, lost 16 drawn 1.
2nd XI played 15, won 3, lost 11, drawn 1.

Basket Ball.—The ground at the rear of the building having been surfaced and more adequate lighting installed, basket ball matches can now be played on one of the best courts in the Colony. Interest is keen, and many inside and outside games have taken place; played with other clubs, 10 matches: won 7, lost 3. An exhibition game between the "All-China" U.S. Touring Team and the Chinese Athletic Association drew a large number of spectators. The U.S.A. Naval teams played several games on the court.

Cricket.—A new phase of Y.M.C.A. sport has been the formation of a cricket team, and in spite of the handicap of having

NOTED EXPLORER.

SIR DOUGLAS MAWSON VISITING ENGLAND.

London, Feb. 15.
The distinguished explorer, Sir Douglas Mawson, has reached London from Adelaide, where he is Professor of Geology and Mineralogy at the University, to discuss a project for a new expedition to the Antarctic, which would leave Hobart, Tasmania, at the beginning of the 1929-30 summer.

He says the Antarctic summer closely resembles the weather now being experienced in Europe, with the addition of occasional blizzards, in which high winds are more unpleasant than snow.

The proposed expedition would be purely scientific.

Sir Douglas Mawson led the Australian Antarctic expedition of 1911-14, and was also one of Sir Ernest Shackleton's party in the 1907 Antarctic expedition.—*British Wireless.*

no ground, interest has been maintained. Out of three matches played, the Y.M.C.A. has won two. It is hoped that a ground may be obtained for the next season.

Golf.—Golf is meeting with increased popularity with the members. A successful handicap tournament was completed and another is nearing completion.

Residential Quarters.

Bathing Pitches.—As in previous years, bathing pitches were organised for members and their friends, six afternoon and two moonlight picnics being arranged.

Rambles.—On Saturday afternoons and general holidays during the winter small parties explored the island and the New Territories: Tai-mo-shan, Lion Rock, Kowloon Peak and other acacia being made.

Billiards.—The cloth on the two tables has been renewed. During the year two flying handicaps, a championship cup competition and a snooker handicap were arranged in addition to eight matches with other teams, of which the Y.M.C.A. won four. A "Services tournament" attracted eight Service teams and aroused much enthusiasm. Silver cups for the "Service tournament" and for the "novices" competition have been presented to the Association.

Residential Quarters.—Although there has been an unusual number of departures during the year the rooms have been fully occupied. Several of the members who have been on leave have again taken up residence in the building. There are 63 permanent residents. Bedrooms are available for casual visitors and Service men.

Sea-Going section. In addition to the Naval and Military work, the secretary of this section has visited 140 merchant vessels and also went aboard Naval ships on their arrival in the harbour. About 122 sea-going members stayed in the building, many of whom were preparing or sitting for their examinations.

Naval and Military Y.M.C.A.

The accommodation available for the use of this section was re-arranged and enlarged at the beginning of the year. It now consists of three rooms: reading and writing room with lending library, billiard room and restaurant. The sleeping quarters have been well patronised, especially by the Naval men. The basket ball and tennis courts at the rear of the building are also used by Service men.

"The Cheer O", City Hall, under the Naval and Military Y.M.C.A. Committee, has proved very successful in meeting the needs of the Service men in the Colony. At the beginning of the year the work originally started in Queen's Building for the men of the Shanghai Defence Force, was transferred to splendid premises in the City Hall. The Committee

FAMINE IN CHINA.

TUNG WAH HOSPITAL TO SUBSCRIBE \$5,000.

The management of the Tung Wah Hospital, the local Chinese charity association, at a meeting on Thursday decided to contribute \$3,000 towards famine relief in Honan, Shensi and Kansu, and \$2,000 towards the relief of the conditions brought about by the unprecedented drought in Kwangtung and Kwangsi.

Letters from the North China Famine Relief Commission, giving a brief description of the revolting and serious conditions in the famine areas and urging the Tung Wah Hospital to open a public subscription list in Hongkong, were read at the meeting, which was presided over by Mr. M. K. Lo. The Hon. Dr. R. H. Kotewall, C.M.G., and Mr. Tang Shu-kin were among those present.

Following a short speech by Dr. Kotewall on the terrible conditions in the affected districts in North China, which the speaker asserted to be the most serious famine in the country during the last hundred years, discussion followed among the members as to the appropriate steps to be taken.

is grateful to the City Hall Committee for their kindness in giving this accommodation. The Y.M.C.A. National Council of London has provided the services of a full-time Secretary in charge of this centre.

In October the Grand Tattoo was held at Sookumpoo: this was very successful and half of the proceeds was given to the Naval and Military Y.M.C.A. This has made it possible for the work to be continued, otherwise the Committee was very concerned with the financial position. Much more than the normal revenue is required to meet the expenses of this work.

General.—It is with regret that the Board records the death of Mr. J. W. Faulkner, who joined the Association in January, 1926.

Mr. Oliver H. McCowen, LL.B., Association Secretary of the Y.M.C.A. World's Committee, Geneva, visited the Association in February. This visit was greatly appreciated and helped the members to realise that this Association was part of a great world movement.

Mr. Fletcher Brockman of the Y.M.C.A. International Committee, New York, also paid a short visit.

On the occasion of the "Breaking Ground" of the new Chinese Y.M.C.A. in Kowloon the Directors of the Chinese Y.M.C.A. were entertained in this building.

Successful Year.

It will be seen from the Association's balance sheet for the year ended 31st December, 1928, that there is a working profit of \$1,058.57 to which can be added the cost of enclosing the first floor verandah amounting to \$858.62 and entrance fees \$675.00. There has also been, during the year, capital expenditure of \$5,945.51 on account of tennis court and garage: the first of these two items should add to the attraction and the second to the income of the Y.M.C.A. It may be considered, therefore, that the Association has enjoyed a successful year financially.

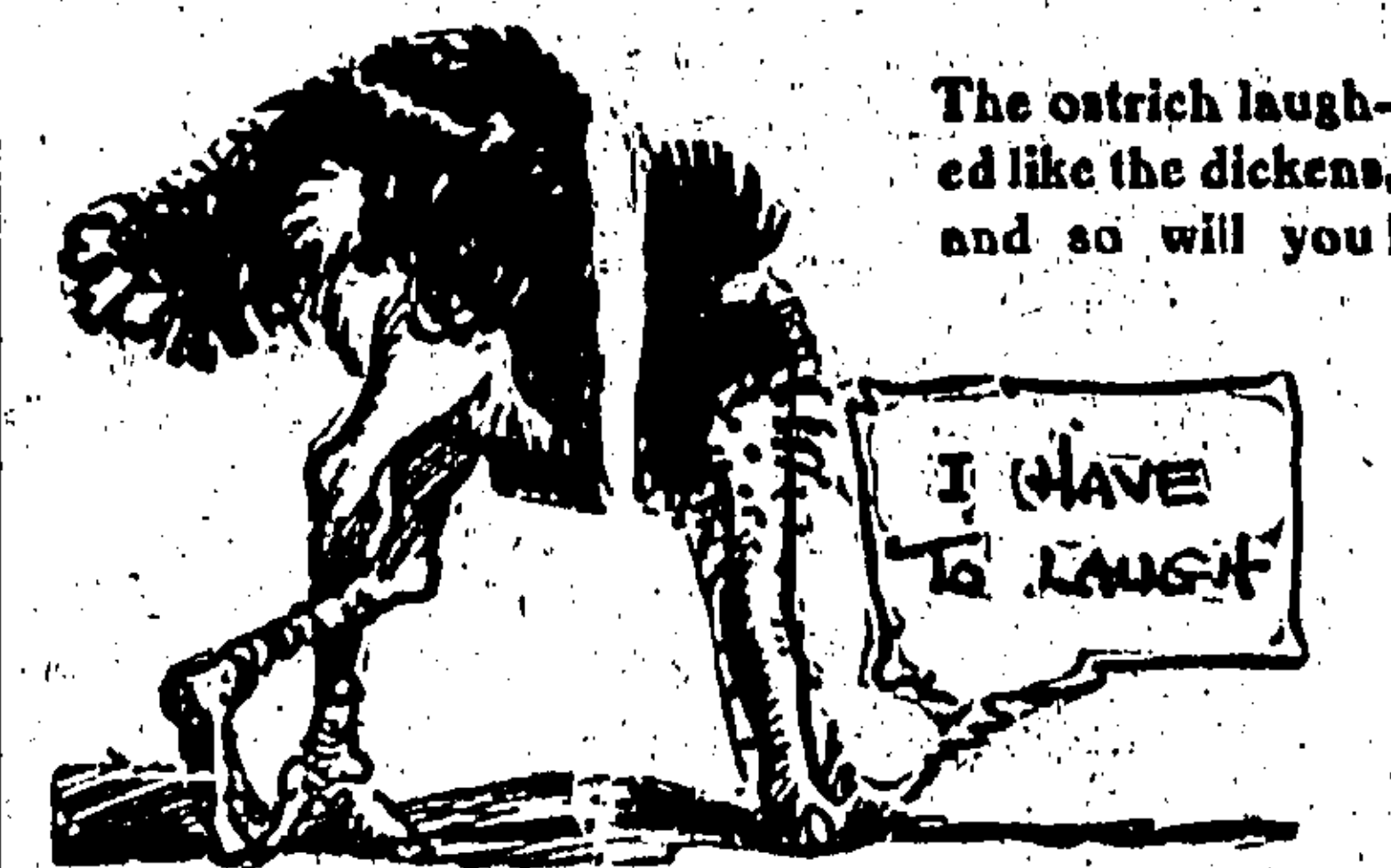
Membership.

	December 31, 1927	1928
Active Members, resident		
in Colony	33	28
Associate Members, resident in Colony	144	154
Absent members	15	18
Non-Resident (Sep-Go-ing)	136	151
	328	351

In concluding this Report the Directors wish to thank all who have assisted in the work of the Association during the past year.

TO-DAY & TO-MORROW 11.30, 2.30, 5.20 7.15 & 9.15 p.m.

JOHNNY HINES in "THE BROWN DERBY"



The ostrich laughed like the dickens, and so will you!

Also Farewell Performances of "CATHRYN" in an entire change of Programme.

AT THE MAJESTIC

NATHAN ROAD, KOWLOON.

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at 9.15 p.m.

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NEW STUNTS
NEW SENSATIONS

NEW ATTRACTIONS
NEW STUNTS
NEW SENSATIONS

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Lions, Tigers, Bears, Elephants, Horses, Ponies, Cockatoos, Geese, etc., etc.,

Matinees: Sundays, Wednesdays and Saturdays at 4.15 p.m. Children Half Price to Matinees only.

PRICES OF ADMISSION:—

Full Box (Six persons)	\$20.00
Single Seat	\$4.00
1st Chairs	\$3.00
2nd Chairs	\$2.00
Stalls	\$1.00
Gallery	.50

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Children thrive well if nourished by **SCOTT'S Emulsion** which enriches the blood and prevents childhood ailments. Ask for **SCOTT'S Emulsion**

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Films developed at
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Takes wonderfully clear pictures without trouble or fuss, and is so simple in operation that a child can use it. No previous technical knowledge is required.

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All unconsumed stock will be collected and allowed for in full at the end of the Meeting.

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A RECEIVING SET.

MAGISTRATE'S IGNORANCE OF WIRELESS TELEGRAPHY.

During the hearing of a case at the Kowloon Magistracy yesterday Mr. E. W. Hamilton confessed ignorance of matters appertaining to wireless telegraphy and adjourned the proceedings for expert advice before he questioned the defendant in the case.

His Worship's difficulty arose when the case in which J. T. Cotton, jun., is charged with establishing a wireless telegraphy transmitting station at No. 1, Carnarvon Road, was continued.

Detective Sub-Inspector Dorling asked his Worship if telegrams from a person in Amoy with whom the defendant had communicated by radio could be admitted as evidence, but his Worship pointed out that unless the man concerned were called he could not accept the telegrams. The defendant was entitled to cross-examine the man.

Mr. J. Key went back into the witness box for further cross-examination. In reply to a question regarding the automatic calling device, witness said that it could be used as a buzzer, but if it were so used it would be absurd as it could only repeat one thing over and over again, and as the defendant was a telegraphist of some experience he would not require such practice. It was quite obvious, in witness' opinion, that if it were used at all for working a buzzer it would only be a preliminary for working a transmitter. Speaking as regards the key, witness agreed that a morse enthusiast might have one. Witness also agreed that the bell ringing transformer could be used for working a buzzer as well as a bell.

Witness Alters Opinion.

Witness now admitted that the wave meter might be used for receiving but added that owing to the lamp in the meter being in series with the coil it would not be as efficient as a proper receiving wave meter. He nevertheless still maintained that it was essentially a transmitting instrument. At the previous hearing witness did not agree that the short-wave meter could be used for calibrating received signals.

The defendant put it to witness that with the parts in Court he could not make a transmitter. Witness replied that, as he had stated in his evidence on the previous day, he had only brought to Court those instruments which would substantiate the charge. He pointed out that the majority of the transmitting parts were also receiving instruments.

The defendant then went into the witness box and gave evidence on oath. He said that sometime ago he saw in a book that an instrument similar to the automatic calling device could be made to work a buzzer. Seeing that he had the things the parts—in hand he scratched on the drum the call sign "A. C.; 4 A. W."

He tried the buzzer and found it worked all right. He then scrapped the whole instrument and cast it aside. It was thus dismantled when seized.

Referring to the wave meter, witness said that he had built that to make short wave receiving coils as shown in a diagram in a book which he had in his possession. The reason he attached the light on the short wave meter, was because he had applied for a license to own and operate a transmitting station but without success.

Ignorant Magistrate!

His Worship: Do you swear that you have at no time operated a transmitting station?—No. I have never operated a transmitting station.

You have never sent out a single signal?—No.

Have you ever tried to construct a transmitting station?—No.

Yet you applied for a license to operate one?—Yes.

And yet having all these parts it is merely a coincidence that you had asked for a license?—I applied for a license many months ago.

His Worship then intimated that he could not cross-examine further on a subject, of which he knew nothing, without study. His Worship remarked that he would obtain expert advice as to what questions to put to the defendant.

Later his Worship said that "it all sounds more like hot air than wireless to me."

Owing to the fact that his Worship will be sitting at the Central Magistracy as from to-day, it was arranged that the case should be continued at the Hongkong Police Court instead of at Kowloon. The case will be mentioned at Central this morning when a date will be fixed.

FORGED SCRIP.

COMPANY'S SECRETARY GIVES EVIDENCE.

The case against the two Chinese, Chan Fuk, alias Chan Sau-nam, and Poon Pui, alias Poon Wai-nam, who are jointly charged with possession and uttering of a forged scrip for five hundred shares of the Hongkong Tramways Limited, was continued at the Central Magistracy yesterday.

Mr. T. Murphy, Assistant Superintendent of Police, prosecuted and the defendants were not legally represented.

The prosecution put in the witness box a Chinese detective, who gave details of shadowing the first defendant on January 16. He stated that he, in the company of two other detectives, went to the Yau-mat Ferry Wharf, where the first witness, the runner who gave information to the police, was pointed out to him. He followed the informer to Yau-mat and saw him disappear into a goldsmith's shop.

At 4.30 p.m., the informer emerged from the shop in the company of two other men, one of whom was the first defendant. The party walked in the direction of the Kowloon Ferry and on arriving at Kiangsu Street, parted company, each going one way. The witness followed the first defendant, leaving the work of shadowing the remainder of the party to other detectives.

Shadowing Defendants.

Witness stated that after parting company with the other two men in Kiangsu Street, the first defendant went to No. 116 Shanghai Street. Witness waited outside for about ten minutes when he saw the first defendant emerge. He again shadowed him to Nanking Street and then to Parkes Street, where he disappeared into No. 86.

Again, the witness waited outside. The first defendant emerged from No. 86 Parkes Street, after he had been inside for about ten minutes. He had been alone ever since he left his companions and the shadower knew nothing of what he was doing inside the house. From Parkes Street, the first defendant went to Nanking Street, where the detective saw him disappear into house No. 7.

Fifteen minutes later, he came out again, still alone. Witness again dogged the man's footsteps and found the first defendant heading once again for Parkes Street. A little way up Parkes Street, and the defendant retraced his steps and went back to No. 7 Nanking Street. For the first time, then, the shadower observed that his quarry carried what appeared to be a roll of paper in his hand. The first defendant stayed at No. 7 Nanking Street for about five minutes when he emerged again and this time the witness saw him go to Shanghai Street, where for the second time that night, he entered No. 116.

After waiting outside for forty-five minutes without seeing any signs of the defendant, the witness abandoned his vigil.

In answer to Mr. Murphy, witness said that one of the two men in company of the informer when he left the goldsmith's shop, was Chan Lo-yat. Asked how he knew that the man was Chan Lo-yat, witness replied that Chan was known to quite a few police officers.

Detective Disguised.

Ng Fook, another detective assigned to the case, also gave evidence of having kept the principal characters in the case under observation from the point where the informer Ho Sik-hung was deputed to carry out the deal, until its consummation in Mr. Lopes' office at Lee House Street.

As Poon Pui disappeared into the building with the informer, Chan Fook took up a position in a building opposite, and as he started to come down the stairs, he was arrested by witness who had been given his instructions by his superior officers.

Chan Fook, startled, exclaimed as witness caught hold of him, "I had nothing to do with it."

His Worship at the conclusion of this witness' story, asked if it was possible that Chan Fook knew he was being shadowed.

Witness said he did not think so. He was disguised, in a long silk coat—evidence of a native gentleman of leisure. Occasionally, the quarry might have looked back, feeling uneasy, but at such moments, witness would look away, pretending to take an interest in the landscape.

Secretary's Evidence.

Formal evidence of the apurious nature of the share scrip (the subject of the charges) was given

by Mr. W. F. Simmons, Secretary of the Hongkong Tramways Company, Limited. Shown the exhibit, Mr. Simmons compared it with the particulars contained in the register of share transfers of the Company, and declared the document to be a forgery.

The scrip Number 4039 had once been in existence as belonging to a block of shares Nos. 641766/642265 issued to Li Yau-yu in February, 1925, but which had now been cancelled. Witness noted that the exhibit produced bore a different name, Leung Hing-sun, different share numbers, and a date of issue which could not have been right, as on that date witness and Mr. Cotton, whose respective signatures were forged into the document, were absent from the Colony.

From the record of shares, witness found that no shares in any case, were issued on June 6, 1925. On the whole, the forgery was tolerably good for ordinary purposes, but it would not have escaped detection in the hands of the officials of the Company.

The imitation of his own signature on the forged scrip was such as to deceive as it passed from hand to hand amongst those of the ordinary public dealing in shares. "I should be inclined to say that it was a tolerably good imitation of my signature as it used to be four years ago," stated Mr. Simmons.

His Worship smilingly asked if Mr. Simmons was not saying that his handwriting had become worse with the lapse of time.

Speaking of the impress of the seal on the forged document, witness stated that it was a very good forgery and he would not have noticed anything wrong with it until he had compared it with the genuine seal. The Company's common seal was kept in the office of the Secretary always under lock and key, in a safe. The texture of the paper upon which the forgery was printed, was of an inferior quality to that now in use for share scrips of the Company.

Replying to his Worship, witness denied that before going on leave at the date referred to, he ever signed scrips in blank and left them behind to be subsequently filled in with other particulars after his departure. The writing on the body of the scrips was generally done by a clerk who had been with the Company for many years.

The hearing was adjourned.

Nursing Mothers.

Women nursing babies should carefully watch their own health and daily regularity, for failure to do this lets loose poisons into the blood which rob the baby's food of purity and strength. The most efficient laxative for the nursing mother's use is Pinkettes, which act as gently as nature and neither gripe nor purge. Pinkettes dispel sick headaches, biliousness, flatulence, keep the skin clear and the breath sweet. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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THE GENTLE LITTLE
LAXATIVE LIVER REGULATORS
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RACES.

SUNDAY,

17th Feb., 1929.

SUPERB BATTLE SCENES!

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PRODUCED WITH THE FULL CO-OPERATION
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Actual German officers and sailors played in this splendid film which redounds to the fine courage of both sides in a manner that is beyond praise!

A TREMENDOUS PICTURE OF WAR AT ITS GRIMMEST AND
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QUEEN'S TO-MORROW to TUESDAY
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25 WORDS FOR \$1.00

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295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
479, 480

POSITION VACANT.

LADY STENO-TYPIST, experienced, required 1st April. Write Box No. 476, care of "Hongkong Telegraph," giving particulars and salary required.

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WANTED—Golf Clubs. Set of lady's clubs and bag wanted. Write Box No. 478, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE—Lady's leather travelling or motor car, traveller's sample, \$50.00. Write Box No. 479, care of "Hongkong Telegraph."

FOR SALE—Complete set of Furniture in 6 Roomed House on Peak. Exceptional Bargain for prompt sale. Write further particulars to Box No. 477, care of "Hongkong Telegraph."

FOR SALE—Two Ford Touring Cars in good mechanical condition. Being disposed surplus to requirements and not for any mechanical fault. Available for inspection on application to Officer i/c Transport R.A.S.C. Camber, between the hours of 9 a.m. and 1 p.m. daily, except Sundays. Offers in writing to O.C. R.A.S.C. South China Command, Victoria Barracks.

CARS FOR SALE.

BUICK—Five-seater tourer, Majestic body, owner driven since new, splendid condition, has done only moderate mileage. Tyres new. Available middle or end February. Rev. G. E. S. Updell, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET—From early April, well furnished house, 16, Peak Road. Six rooms, large verandahs, flush system, A. L. Shields, Shewan, Tomes and Co.

TO LET—No 2, Buisne Villas, Pokfulam, Five Rooms, Tennis Court, Garage and large grounds. Apply—The Hongkong Land Investment & Agency Co., Ltd., 3, Chater Road.

TO LET—3-ROOM FLAT in Kowloon. 7 minutes to ferry by bus. Rent reasonable. Available end of March or earlier by arrangement. Furniture and fittings for sale. Write Box No. 481, care of "Hongkong Telegraph."

TO LET—No. 7, Stewart Terrace, 270 Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

APARTMENT TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95, to \$180 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.857.

New Advertisements

ST. STEPHEN'S COLLEGE.

The College will re-open at 9.00 a.m. on Monday, 25th February. There will be Entrance Examination for New Boys (Boarders and Day-boys) at 9.30 a.m. on Saturday, 23rd February, at Prospect Place, Bonham Road.

THE BANK OF EAST ASIA, LIMITED.

On the occasion of the 10th Anniversary of the Bank of East Asia, Limited, the Directors and Management will be at home at their Office on Saturday the 16th February from 11.00 a.m. to 12.30 p.m.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hong Kong, on Saturday, the 23rd February, 1929, at noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1928.

The Register of Shares of the Corporation will be closed from Monday, the 11th February, to Saturday, the 23rd February, 1929, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

A. C. HYNES,
Chief Manager.
Hongkong, 4th Feb., 1929.

THE BANK OF EAST ASIA, LIMITED.

Notice is hereby given that the TENTH ORDINARY MEETING OF SHAREHOLDERS will be held at Chinese Merchants' Club, 5th floor, China Building, Queen's Road Central, at 3 p.m. Saturday, the 16th February, 1929, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1928.

The Transfer Books of the Company will be closed from Saturday, 9th February to Saturday, 16th February, 1929, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

KAN TONG PO,
Chief Manager.
Hongkong, 24th January, 1929.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in the Company will be held at the Company's Town Office, 2 Lower Albert Road, on Thursday, 28th February, 1929, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 21st to the 28th February, 1929, both days inclusive.

By Order of the Board of Directors,

M. MANUK,
Secretary.
Hongkong, 13th Feb., 1929.

FANLING HUNT FANLING HUNT FANLING HUNT

STEEPLECHASES

SUNDAY, February 17th

FIRST RACE

3 P.M.

Admission to Public Enclosure \$1.00 (Soldiers & Sailors in uniform half price)
Cars parked on course \$10.00 each.
Special train leaves Kowloon 1.50 p.m.
Returns 6.27 p.m.
First class return fare including admission to Public Enclosure \$2.00
Free parking for cars.

HONGKONG JOCKEY CLUB.

Race Meeting, 1929.

25th, 26th, 27th, February & 2nd March, 1929.

The first Race on each day will be run at 12 o'clock noon. The first bell will be rung at 11.30 a.m. each day.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, 23rd February, 1929, at a cost of \$10 each per day or \$30 for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4 per day. Each member can obtain upon application to the Secretary, badges for the admission of two Ladies free of charge.

On no pretext will children be permitted in either enclosure during the first three days of racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price \$3 per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 per day.

Admission by ticket only. Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands. Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,
C. B. BROWN,
Secretary.

BEST COAL & CHEAPEST PRICE.

KWONG HANG & CO.

TEL. C.2788.

43, Des Voeux Road Central.

Government and Admiralty Coal Contractors.

HOUSE COAL.

Peak at \$23.00 per ton.
Upper Level \$22.00 " "
Middle Level \$21.00 " "
Central Office \$20.00 " "
Kowloon \$17.00 " "

The above prices include delivery charges to destination.

"TEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed.

APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, "Two Hf"

Apply to

CREDIT FONCIER D'EXTREME-ORIENT.

EXPERT MASSEUR and all kinds of chronic ailments.

Madame H. MORITA.

Madame E. AKAJI.

4, On Lan Street; Tel. No. C.4895

Cures Rheumatism, Nervousness

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 51B, Top Floor, Wyndham St. Hongkong.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by

PUBLIC AUCTION

on Monday, Tuesday & Wednesday, the 18th, 19th and 20th February, 1929, commencing each day at 10.30 a.m.

at The Tai-Koo Sugar Refinery, Quarry Bay.

A Large Quantity of Surplus Stores

Comprising:—Engine Packing, Roofing, Wire netting, Pipe fittings, Belting, Bolts, Nuts and Washers, Electric cable, Lead covered wire, Copper sheets, Rubber, Brass wire Gauge, Insulators, Steel, Boiler tubes, Zinc Sheets, Electrical fittings, Muntz metal, Small tools, Stocks and Dies, Screws (Brass and Iron), Brass Hinges, Woodite Pump Caps, Lubricators Glass, Rubber Valves, Emery wheels, Gauges, and Valves Gauge glasses, Steel window and skylight frames etc., etc.

and

One 60 H.P. B.T.H. Induction Motor.
580 R.P.M., 440 v. 77 Amp, 50 cye 3 Phase.

On view on Friday and Saturday, the 15th and 16th February.

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 20th February 1929, commencing at 2.45 p.m.

at "Cornhill" (above the Tai-koo Dock), Shaikwan Road

A Quantity of Valuable Household Furniture

Comprising:—Teak hatstand, Chesterfield Couch and Chairs, Teak dining table, Teak chairs, Oak Sideboard, Brass, Curtains, Poles, Carpets, Rugs, Carpets, Pictures, Ornaments, etc., etc. Brass and Iron Bedsteads, Teak Wardrobes with bevelled mirror, Teak dressing tables, Marble top washstands, Upholstered armchairs, Teak chest-of-drawers, etc., etc.

also

One Refrigerator by Crystal & Co. (Some of the furniture by Lane, Crawford Ltd., and Wm. Powell Ltd.)

Catalogues will be issued.

On view from Tuesday the 19th February.

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 22nd February, 1929, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture

comprising:—Teak Hatstand with Bevelled Mirror, Glass Cabinets, Tapestry Covered Armchairs and Couch, Pianos, Gramophones, Sewing Machines, Desks, Bookcases, Oil Paintings, Chinese Hand Paintings in Blackwood Frames, Porcelain Vases and Ornaments, Steel Cabin Trunks, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Ice Chests, Kitchen Utensils, Crockery, Glass Ware, etc., etc. Brass, Teak and Iron Bedsteads, Wardrobes, Dressing Tables, Chests of Drawers, Washstands, Commodore, Toilet Crockery, etc., etc.

and

A Quantity of Blackwood Furniture.

Catalogues will be issued. On View from Thursday, the 21st February, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

CHURCH NOTICES.

Local Services for To-morrow.

St. John's Cathedral, Hongkong, February 17th, 1929. 1st Sunday in Lent. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins and Litany 11 a.m. Preacher: The Dean. Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Evensong will be broadcast every Wednesday, at 5.30 p.m. throughout Lent.

Union Church, Kennedy Road, Hongkong. Minister Rev. F. C. Young. Sunday, 17th February, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher, The Minister. Sermon "Our Beautiful Earth." Hymns 120, 803, 108, 227. Evening Service 6 p.m. Preacher The Minister. Sermon "The Shadow of God." Hymns 54, 457, 544, 565, 682.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Soul." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hongkong & Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hongkong, the following resolution was passed, viz:—

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, in the terms of a draft which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinance (except as in such print is mentioned) and Deed of Settlement of Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering and, if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 8th day of February, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.
Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hongkong at the Head Office of the Corporation or at the Office of Messrs. Johnson, Stokes & Master, Prince's Building, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned confirmatory meeting.



Marrying is a good custom, but a bad habit.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above. Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superimposed.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—
(a) the radio rate on messages to Macao will be 10 cents per word, and
(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

It is hereby notified that on and after 30th January radio telegrams will be accepted for transmission to Swatow at \$0.80 per word. The receiving station will collect the charge due to its Service. It is hereby notified that direct wireless communication has been established between Hongkong and the Kwangai Stations at Wuchow, Nanning and Liuchow—the charge is \$0.20 per word. Messages will also be accepted for Kwai-Yang and Changsha by above routes—the charge being \$0.80 per word. No charge will be collected from the addressees for delivery service.

INWARD MAILS.

From	Per	Date
Europe via Suez (Letters and Papers) London, 17th January and Parcels, 10th January	Khiva	February 16.
Straits	Nam Sang	February 16.
Straits	Hakusan Maru	February 17.
Japan	Shinyo Maru	February 18.
Manila	President Madison	February 18.
Shanghai	Sarpedon	February 19.
Japan	Kaga Maru	February 19.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	February 21.
Japan and Shanghai	Suwa Maru	February 22.
U.S.A., Honolulu, Japan & Shanghai	Ruth Alexander	February 23.
U.S.A., Honolulu, Japan & Shanghai	Pres. Jackson	February 23.
Shanghai	Compiegne	February 23.

OUTWARD MAILS.

For	Per	Date and Time.
Sandakan	Proteus	Sat., Feb. 16, 2.30 p.m.
Manila	Pres. Pierce	Sat., Feb. 16, 4.30 p.m.
Saigon	Clara Jensen	Sat., Feb. 16, 4.30 p.m.
Japan	Namsang	Sat., Feb. 16, 5 p.m.
Shanghai and Europe via Siberia	Empress of Australia	Sat., Feb. 16, 6 p.m.
Hoihow, Pakhoi and Haiphong	Chinkiang	Sun., Feb. 17, 8.30 a.m.
Shanghai and Japan	Khiva	Sun., Feb. 17, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Feb. 17, 9 a.m.
Manila	Belgenland	Sun., Feb. 17, 9 a.m.
Straits	Venezia	Sun., Feb. 17, 9 a.m.
Bangkok via Swatow	Kaying	Mon., Feb. 18, 10.30 a.m.
Shanghai and Japan	Hakusan Maru	Mon., Feb. 18, 10.30 a.m.
Haiphong	Compinas	Mon., Feb. 18, 10.30 a.m.
Swatow	Hydrangea	Mon., Feb. 18, 2.30 p.m.
Japan, Canada, U.S.A., Central and South America, and "Europe via Victoria B.C.	President Madison	Mon., Feb. 18, 4.15 p.m.
	Parcels	Mon., Feb. 18, 4.15 p.m.
	Registration	Mon., Feb. 18, 4.15 p.m.
	Letters	Mon., Feb. 18, 4.15 p.m.
	(Due Victoria B.C. 11th March.)	
Shanghai and Europe Via Siberia	President Madison	Mon., Feb. 18, 6 p.m.
Swatow, "Amoy and Foochow"	Hai Ching	Tues., Feb. 19, 1 p.m.
Amoy	Sunning	Tues., Feb. 19, 1.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles	Sarpedon	Tues., Feb. 19, K. P. O.
	Registration	Tues., Feb. 19, 3 p.m.
	Letters	Tues., Feb. 19, 3 p.m.
	G. P. O.	
	Registration	Tues., Feb. 19, 4.15 p.m.
	Letters	Tues., Feb. 19, 4.15 p.m.
	(Due Marseilles 20th March.)	
Swatow	Hopsang	Tues., Feb. 19, 5 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America and "Europe via San Francisco	Shinyo Maru	Tues., Feb. 19, Registration 4.15 p.m.
	Letters	Tues., Feb. 19, 4.15 p.m.
	(Due San Francisco, March 15.)	
Shanghai and Europe via Siberia	Shinyo Maru	Tues., Feb. 19, Letters 4.15 p.m.
	Letters	Tues., Feb. 19, 4.15 p.m.
Sandakan	Hineang	Wed., Feb. 20, 8.30 a.m.
Manila, Australia, and New Zealand via Thursday Island	Kaga Maru	Wed., Feb. 20, Registration 8.45 a.m.
	Letters	Wed., Feb. 20, 8.30 a.m.
	(Due Thursday Island March 4.)	
Shanghai	Hupei	Wed., Feb. 20, 1.30 p.m.
Bangkok	Kiungchow	Wed., Feb. 20, 2.30 p.m.
Java via Batavia	Tjisondari	Wed., Feb. 20, 2.30 p.m.
Japan, Canada, U.S.A., Central and South America, and "Europe via Victoria, B. C.	Parcels	Feb. 20, 5 p.m.
	Registration	Thurs., Feb. 21, 9.45 a.m.
	Letters	Feb. 21, 10.40 a.m.
	(Due Victoria B.C. 17th March.)	
Amoy	Chengtu	Thurs., Feb. 21, 1.30 p.m.
Welhaiwai	Kueichow	Thurs., Feb. 21, 2.30 p.m.
Swatow, Amoy and Foochow	Haining	Fri., Feb. 22, 2 p.m.
Manila	Emp. of Russia	Fri., Feb. 22, 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	Sat., Feb. 23, K.P.O.
	Registration	Feb. 22, 4.30 p.m.
	Letters	Feb. 23, 9 a.m.
	G.P.O.	
	Registration	Feb. 23, 8.45 a.m.
	Letters	Feb. 23, 9.30 a.m.
	(Due Marseilles, 24th March.)	
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and "Europe via San Francisco and Europe via Siberia	President Pierce	Mon., Feb. 25, 5 p.m.
	Parcels	Feb. 25, 5 p.m.
	Registration	Feb. 25, 5 p.m.
	Letters	Feb. 26, 8.30 a.m.
	(Due San Francisco, 20th March.)	
Manila	Ruth Alexander	Sat., Feb. 23, 5 p.m.
Saigon, "Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Compiègne	Tues., Feb. 25, Kowloon P. O.
	Registration	Tues., Feb. 25, 10 a.m.
	Letters	Tues., Feb. 25, 1 p.m.
	G. P. O.	
	Registration	Tues., Feb. 25, 12.45 p.m.
	Letters	Tues., Feb. 25, 1.30 p.m.
	(Due Marseilles 10th March.)	
Manila	Pres. Jackson	Tues., Feb. 25, 4.50 p.m.

*Correspondence bearing vessel's name only.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

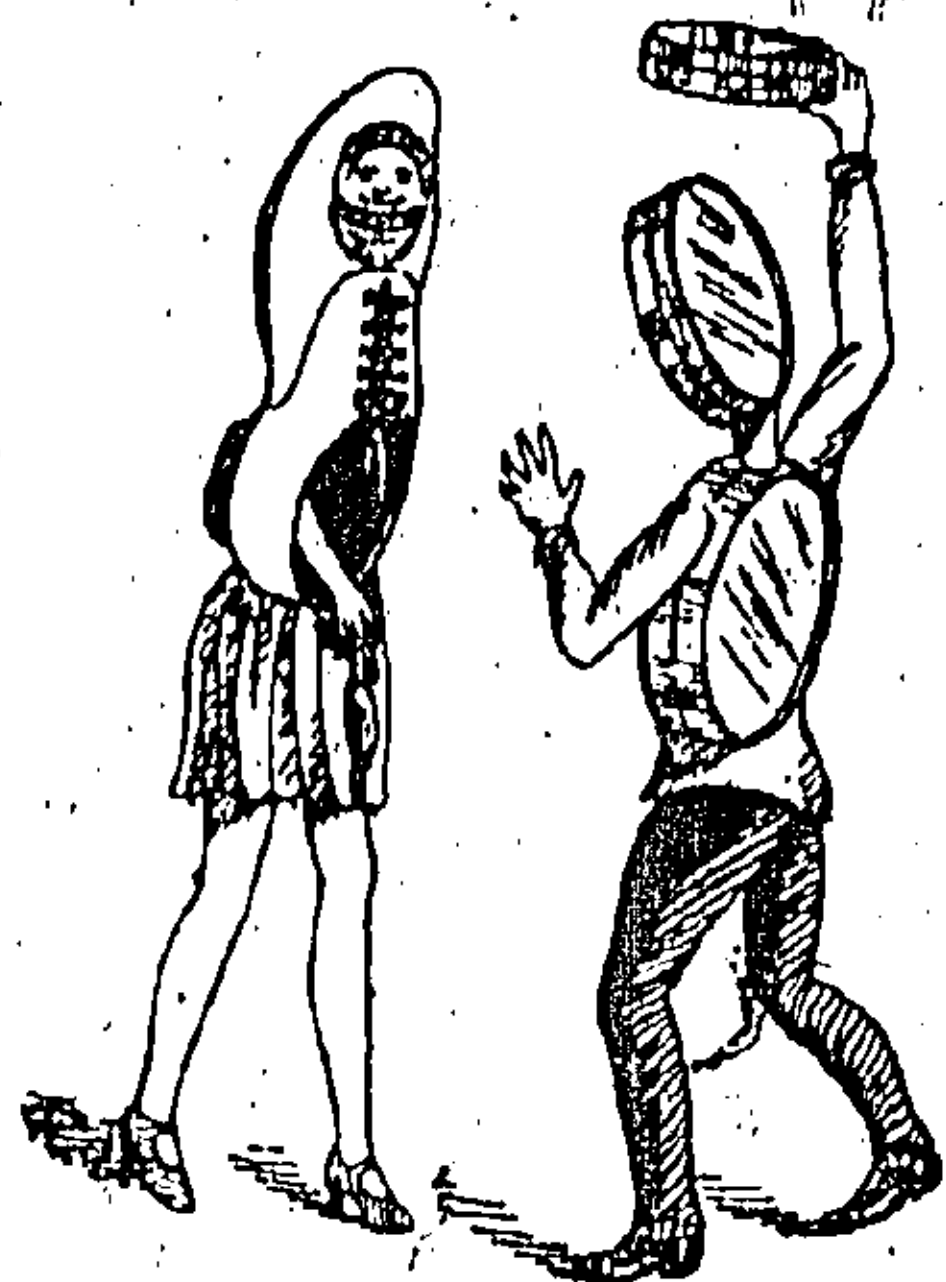
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents—

W. R. LOXLEY & Co.

NUGGET Boot Polish



"Good morning, Miss Shoe, you look positively charming."
"A personal reflection, I assure you, Mr. Nugget."

A.P.B.

THE NAVY'S CHOICE

Gates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

THE CHANNEL TUNNEL.

WHAT THE MAJORITY OF FRANCE THINKS.

CHANGED CONDITIONS.

Paris, Jan. 12.
There is no difficulty in finding public men in France who are favourable to the Channel Tunnel proposal. The difficulty would be to find one who is not in favour of it, for official and popular opinion are alike unanimous on the subject. The names of those who are associated with active propaganda in support of the scheme are headed by that of Marshal Foch, who is honorary president of the French Channel Tunnel Committee, and has declared that the tunnel, if it had existed in 1914, could have prevented the war, and would certainly have shortened it by two years. The Chairman of the Committee was M. Paul Cambon, so long French Ambassador in London, and since his death it is M. Le Troquer, former Minister of Public Works. The large and important committee includes M. Jules Cambon, who was Ambassador in Berlin when his brother was in London, M. Loucheur, M. Raiberti, former Minister of Marine, and many others, while a number of public bodies, including the Municipal Council of Paris, have declared themselves to be in sympathy with the idea.

The Concession of '75.

In fact, from the French point of view the question is considered to be settled. It must not be forgotten, indeed, that the company for the construction of the French half of the tunnel has not only been in existence since 1875, like the English company, and has carried out a great deal of experimental work, but has, unlike the English company, been in possession, ever since its formation, of a definite Government concession. This concession, granted in August, 1875, holds good for 99 years from the time when the tunnel shall be completed and shall come into use. Moreover, in case the suspension which has interrupted the work might have been considered to invalidate the concession, the company submitted it, in 1919, to the Superior Council of Public Works, who replied that it was still perfectly valid. The French company is consequently authorised to resume work on the construction, and declares itself to be perfectly ready to do so, as soon as ever the British Parliament shall have granted similar powers to the British company.

The French Government, therefore, stand committed in the matter, and requires no further persuasion. Moreover, although it is admitted that no legal authorisation has ever been given on the British side, the British Government is considered in France to be, to a large extent, morally committed also, even if that is by now rather an old story.

What Napoleon Said.

The idea of the Channel Tunnel dates back considerably more than a hundred years. When Charles James Fox came over to Paris in 1802, after the Peace of Amiens, Napoleon said to him that it was "one of the great things which we might do together." Fifty years later, when Napoleon III, anxious for closer political relations with England, had given his patronage to the plan, to which the engineer, P. de Guimond, had devoted a great part of his life, Queen Victoria is reported to have said that all the women of England would bless de Guimond's name for saving them from sea-sickness. It was under Napoleon III. that active diplomatic negotiations between the two countries on the subject were begun. They were interrupted by the Franco-German War, but they were resumed in 1872, when Lord Granville was Foreign Secretary and Lord Lyons Ambassador in Paris. Both the Gladstone Government of that date and the Disraeli Government which followed it gave their assent to the scheme through diplomatic channels, and in 1875 a joint international committee drew up and signed the "protocol" of a treaty on the matter, which contained clauses allowing either country to flood or destroy the tunnel on the condition of indemnifying the other country, but not that of the other country. It was at the time of the negotiations for this "protocol" that the French company obtained its concession, and the South-Eastern Railway promoted a Bill which authorised it to start work at the foot of the Shakespeare cliff.

These works continued for several years on both sides of the Channel, and experimental galleries, of more than a mile long, were made from each end, and showed how peculiarly suitable was the "grey chalk" on the bed of the sea at this point as a material for cutting a tunnel, which should be strong and also dry.

Lord Wolsley's Report.

Then came strained relations between England and France over Egypt, and in 1883 the famous report of Lord Wolsley, to the effect that if the tunnel were built the protection of the sea would be surrendered, and "England, as a nation, could be destroyed without any warning whatever, when Europe was in a condition of profound peace." This naturally brought the work on both sides to an abrupt end.

Some French advocates of the tunnel point out that this danger, if it existed in 1883, already existed in 1876, when the favourable negotiations between the Governments of the two countries had resulted in the signing of the "protocol." Others, without discussing the rights and wrongs of the past, look forward to a time when British military opinion, which has continued to reaffirm the Wolsley principle whenever the question has since been again raised, even as lately as in 1924, will recognise that, after all, military conditions are no longer what they were in 1883; that in a military sense England is no longer an island, and that even in a military sense it might be to her advantage to take full advantage of that fact.

They point out that even before the war Sir Francis Fox, the distinguished engineer, addressing a meeting of Members of Parliament on the Channel Tunnel question in April, 1914, quoted "a very high military authority" as saying although he had been opposed to the tunnel, he now considered it to be a measure of national security, which would ensure the food supply of the country if sea communications were temporarily cut off, while even at that date he saw that air warfare was destined to rob Great Britain of all the military advantages of insularity.

A Great Opportunity.

Nevertheless, the same French advocates of the tunnel, though they hope for a change of vision on the part of the Council of Imperial Defence, are not entirely confident: for they quote the opening of a speech made by Mr. Wedgwood Benn, when the French Tunnel Committee visited the House of Commons in May, 1922. "Soldiers are always afraid. They are quite right. It is their job. Even the great Duke of Wellington opposed the 1861 Exhibition, because it would bring to London so many strangers, who might be a danger." The French argue, nevertheless, that Great Britain will be losing a tremendous commercial opportunity

by not taking the opportunity of building the tunnel now. Through rapid rail communication will soon be established between Europe and Asia and even between Europe and Africa under the Straits of

Gibraltar, and that communication can all lead to London, if the British Government will have it so. The French desire for the tunnel is, also largely commercial, on their own account, but also largely political; for they see in it a means of greater understanding and intimacy between England and France, and on such understanding and intimacy they base their hopes for the peace of Europe.

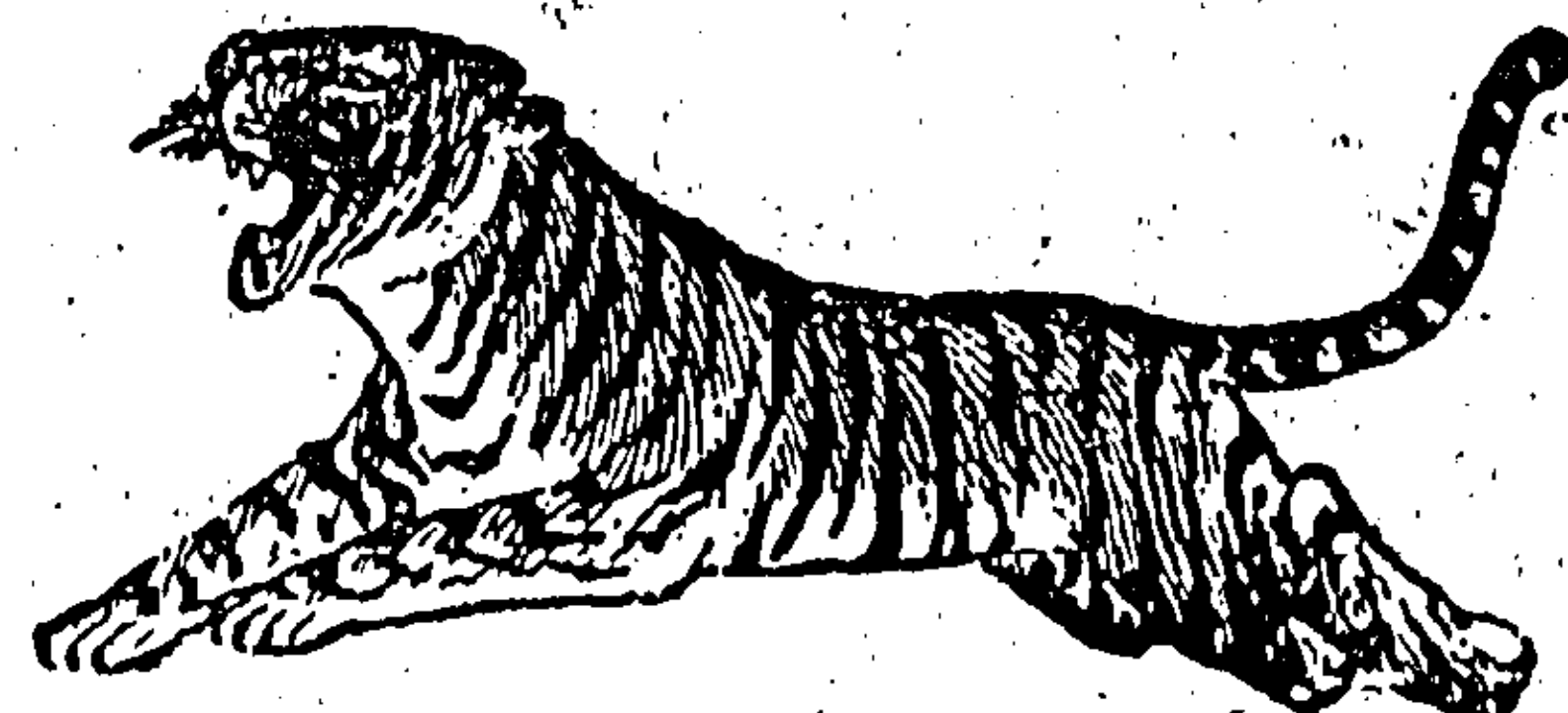
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Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Big Pots 60 cts each.
Small Pots 25 cts each.

Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

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From 4.30 p.m. to 6.30 p.m.
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ADMISSION FIFTY CENTS
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Dancing nightly

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The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

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Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

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HUMOUR IN THE U.S. SENATE.

WHERE WILL ROGERS GETS HIS JOKES.

New York, Jan. 12. Will Rogers, America's favourite humorist, was asked last night at a public dinner where he gets his jokes. He replied: "I just watch Congress and report facts!"

While America's Kellogg Treaty has been ratified by the world at large Congress merely commends it and hesitates. The Congressional threat of a vast navy, when analysed, yields principally blue-prints. Prohibition, declared a failure by nearly every expert, gets new millions, and Canada's refusal to aid America in enforcement is delighting the very groups who are requesting help.

Another Congressional humorist, Senator Reed, Missouri, who is opposing the Kellogg Treaty, solemnly demands a duplication of the doctrine embodied in the Treaty of 1876 with Prussia "protecting the rights of neutrals and the freedom of the seas." He declared that this big idea utterly dissociated the Kellogg Pact from the Big Navy—but the most careless of newspaper readers were conscious of his wink. Even Mr. Hoover joins with the humorists declaring that prior to his inauguration Washington "has no room for two presidents." So he has moved into comfortable offices.

The Kellogg Treaty. But admirable reactions frequently arise here from distressing or amusing situations. The Kellogg Treaty will go through better understood by the people because of the fierce newspaper discussions it has aroused. Mr. Hoover's proposed Commission for a nation-wide study by Prohibition will work more intelligently because the fanatics on both sides have tired people of "phobias" and created an appetite for common-sense. Probably a toothless Big Navy Bill may mean a great aeronautical development of peacetime machines, convertible to war purposes, and privately operated without a subsidy. These will increase the national efficiency while serving as defence reserves. Mr. Hoover, an aeronautical enthusiast, is plainly favouring permissive, not mandatory, naval action.

The Kellogg Pact progresses bumpily. The general belief is that it will be ratified when questions concerning reservations are settled. Senator Borah's hope of a vote to-day is unlikely to materialise. The discussion has been more forensic than fundamental. Senator Reed's long attack on Friday clearly indicated ratification, for he did ask for rejection, urging explanatory reservations only.

A Dramatic Question. He criticised Mr. Kellogg for proceeding without consulting the Senate until fifty nations had signed, obviously accepting his procedure as a guarantee of Senatorial approval. While declaring that at present there are as many interpretations as Senators, he somewhat sarcastically asked only for a statement from Mr. Kellogg as to what the Government really thinks of a document designed as a safeguard against future complications.

He astounded listeners yesterday when he dramatically demanded: "At whose heart are the cannon at Bermuda aimed?" His fellow Senators did not know whether to shudder or chuckle. They could only gasp. An elder

HOAX AT A BERLIN CONCERT.

A "PRETTY WIDOW'S" ADVERTISEMENT.

Berlin, Jan. 12. A hoax which ended with the arrival of a large police force and the fainting of the conductor of the orchestra marred a concert at the Berlin Philharmonic Hall last night.

A Viennese woman composer, Lisa Maria Mayer, following the precedent of Dame Ethel Smyth, was conducting the Philharmonic Orchestra in classical music and her own compositions. The audience was sympathetic to the woman musician, accepting with applause her rendering of Beethoven's Fourth Symphony and her own very modern composition "Cocaine."

Suddenly great restlessness was observed in the hall, and a young man mounted a chair and began to address the public. It then became noticeable that there were present two hundred young men, each bearing a dainty blue pink or green envelope in his hand. Their spokesman on the chair declared that all had replied to an advertisement in a popular Berlin paper and received the answer: "Come to the Philharmonic concert on Friday night with a letter in your hand and address a lady with a bunch of white roses sitting in the front row." The text of the advertisement was:

A Young, Pretty, and Well-educated Viennese lady, the widow of a Berlin industrialist, with a large independent fortune and a handsome Berlin flat, feels lonely, and desires a new husband. His religion and financial status are indifferent. The possession of a kind heart is her only condition. The two hundred kind-hearted young men tried to explain their grievance to the audience, but they were met with roars of laughter. Becoming annoyed by the shouts drowned with mirth, Frau Lisa Maria Mayer endeavoured to resume the concert, but the uproar became alarming and she was seized and carried off the platform.

Meanwhile a squad of police arrived and marched the two hundred disappointed lovers to the police station.

It is rumoured that a feminine enemy of Frau Mayer was responsible for this questionable statesman who had feebly hastened to the historic chamber listened, and departed, muttering, not without emotion: "If that's all Reed can say I shall return to bed and have my 'flu in comfort.' 'Flu indeed, seems to be the only public interest which can stir public men beyond the controversial stage."

A BROKEN DOWN SYSTEM. This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—breakdown, as it were, of the vital forces that sustain the system. No matter what may be the causes (they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary activities. Now, what is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy (to throw off these morbid feelings, and so right succeeds the day this may be more certainly secured by a course of **THE NEW FRENCH REMEDY, THERAPION NO. 3** than by any other known combination. Spent as the system is, it needs the direction of a company agent, will be shattered health restored **THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.** and a new existence inaugurated in place of that last so lately seemed worn-out, used up, and valueless. This wonderful medicine is suitable for all ages, conditions and conditions, in either sex, and is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this comprehensive remedy, which is destined to cast into oblivion everything that had preceded it for this wide-spread & dangerous class of human ailments. Solely by leading Chemist, at either 11a, Tottenham Court Road, or 11a, Tottenham Court Road, N.W. 1, London.



The "New World" oven turns cooking from an art to a science. The "Regulo" control dial keeps the oven heat just right for the work in hand. You may be miles away, but your meal will be perfectly cooked. The cooking chart tells you the figure at which to set the dial, and the time for cooking. The "Regulo" does the rest, and does it perfectly. If you make no mistake in preparing the food, nothing can prevent perfect results. The "New World" is AUTOMATIC. There is no guessing the heat. No watching, and no waste of gas.

See one of these cookers to-day at the Gas Showrooms.

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HONG KONG & CHINA GAS Co., Ltd.

Phone C 47 or K15.

RICH & RARE

OLD TAYLOR

SCOTCH WHISKY

*Errors like stars upon the surface blow;
He who would seek a pearl, must dive below.*

4 GOLD MEDALS

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N. S. MOSES & CO., LTD.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

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Oaks—Walnut

Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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Recently a well-known
Advertising expert said:—

"There is no reason why an intelligent reader should not be able to appraise a newspaper, to determine whether it merits confidence in news and advertising columns. Find a newspaper that has the confidence of its community and you have a good advertising medium."

Such a newspaper is

THE HONGKONG TELEGRAPH.

THE
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AND
CHEAP-
EST
PER-
MAN-
ENT
HAIR WAVING IN THE COLONY



Mrs. BETEN
Tel. K. 681, Extension Room 34.

FANLING HUNT
STEEPLECHASE
RACES.
SUNDAY,
17th Feb., 1929.

WE GUARANTEE
You'll be satisfied.
If you send your
CAR TO US
Lane, Crawford's
C 3193 Garage.

A VARIETY ENTERTAINMENT
Organized by 2nd Bn.
K. O. Scottish Borderers

FAREWELL TO MRS. LUARD
will be held in
THEATRE ROYAL
TO-NIGHT
at 9 p.m.
in aid of
Soldiers and Sailors Families
Association
and
Garrison Ladies' Help Society.

Well-known Local Artists
Highland Dancing
Full Military Band and Pipes
BOOKING at Anderson's
Tickets—\$3, \$2, \$1.
Service Men in Uniform, half price.

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Leamington Terrace
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rooms, every modern con-
venience. En Pension from
£3 3. Bed and Breakfast 8/6.
Write Mrs. Damer.
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ARE YOU SICK? Why Continue
To Suffer. Get The Poo On Chin-
ese Herbs and Get Well. Con-
tention; Rheumatism; Dropsy;
Typhoid Fever; Nervousness; and
Diabetes. Yee Foo Lun, Chinese
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tral, Tel. C. 5009.

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MASSAGE
6, Wyndham Street, 1st floor,
Hongkong.

"THE BROWN DERBY."

SEASON'S FUNNIEST PICTURE.

Johnny Hine's new First National Picture "The Brown Derby" which opened at the Majestic Theatre, Kowloon, yesterday, will take its place among the funniest pictures of the year. He has selected his best comedy vehicle to date in "The Brown Derby" and has provided the most hilarious situations we have seen in many a day. He has not stinted himself as some screen comedians do, but has surrounded himself with a splendid cast of players who assist in putting over the uproarious moments with a bang.

Johnny is more of a whirlwind than ever in the midst of his many comedy sequences, and in his love scenes he proves that a good comedian can at the same time be a good screen lover. And another thing in his characterization Johnny proves that a plumber can be funny without breaking a water-pipe.

The story of "The Brown Derby" deals with the exciting happenings that come into the life of a good-natured young man when he finds himself the heir to a brown derby bequeathed him by an eccentric uncle. It seems Johnny has an inferior complex, and the strange powers of this chapeau changes the gloom away. With the brown derby on Johnny's head and a case of mistaken identity under way, the fun starts at a furious pace and doesn't stop for a moment.

A splendid cast supports the star, including Lois Wilson, who is an excellent leading lady for the comedian. Ruth Dwyer is charming as the ingenue and Bradley Barker is excellent as the fortune-hunting lover.

Others figuring prominently are Floye Finch, Edmund Brees, J. Barney Sherry, Herbert Standing, Harold Foshay, and Bob Slater. "The Brown Derby" will be repeated again to-day and to-morrow.

MUSICAL COMEDY.

NEW BANVARD COMPANY
COMING.

The Banvard Musical Comedy Company, of twenty-five London artists, whose last visit to Hongkong gave so much enjoyment to theatre-goers, will visit the Colony again, commencing a short season at the Star Theatre tomorrow. The opening piece will be "Polies Bergere" and will be followed by such well-known musical comedies as "Tip Toes," "Oh Kay," "Clowns in Clover" and "Review of Reviews."

"Lido Lady," which is now playing to crowded houses at the Gaiety Theatre, London, contains the original items specially written for the production. A feature of each scene will be the appearance of the Banvard Beauty Chorus who will wear the latest costumes brought from the Polies Bergere, Paris. Mr. Banvard is well known throughout the East as a theatrical manager who handles only first class companies, and in view of the musical comedies to be presented, full houses should greet the artists during their stay. Seats may now be booked in advance at Montreux and the Star Theatre.

"THE WORK OF LAWRENCE?"

Paris, Jan. 15.
The halo cast by Lawrence of Arabia's feats is in no wise diminished here in its brilliance by repeated official statements that he has had nothing to do with recent events in Afghanistan, and French opinion in general appears to be firmly convinced that it is he who has upset King Amanullah.

The fact that Alcraftsman Shaw changed his name is assumed to be proof of a deep laid design on the part of our Intelligence Service. His being stationed in the north-west of India is held as evidence that the Afghan frontier was his objective. If he has now been removed and is on his way to England or to Egypt, why, that only demonstrates that his ticklish work is done.

WOMAN'S WORLD

FOR OUR LADY READERS.

Sports Suits.

FOR THE RIVIERA.

For the yachting season at Cannes, the beret has been introduced again. And it accompanies one of those smart little suits in navy blue and white which look so delightful against a background of blue sky, fleecy white clouds, and sparkling sea.

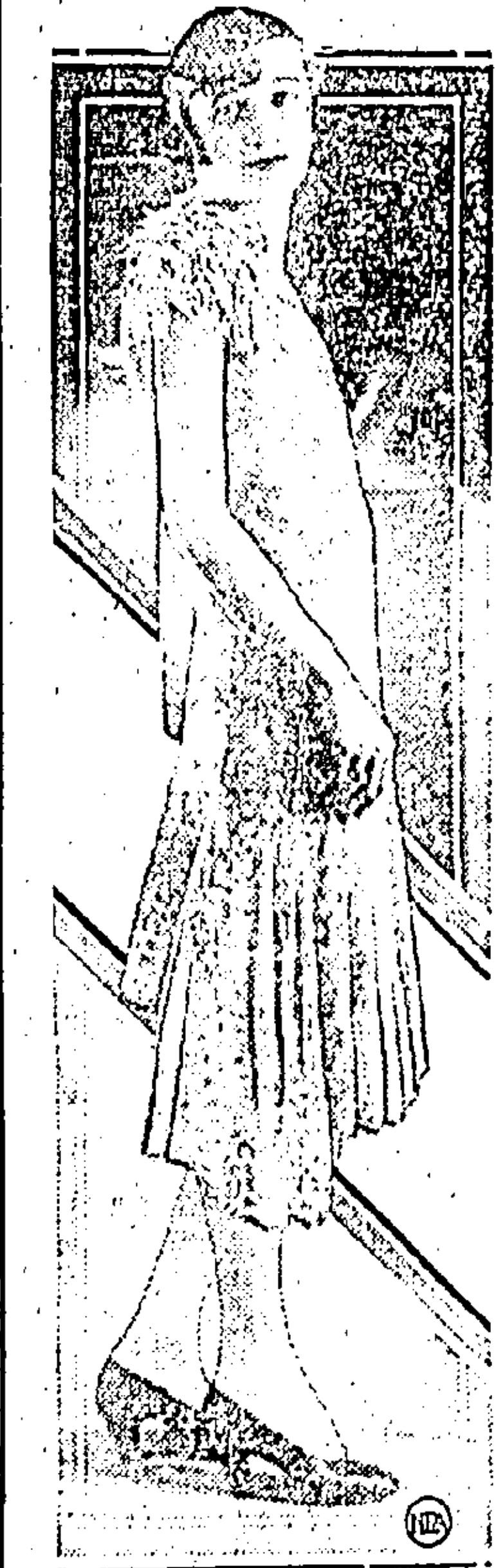
Simple sweaters with faint stripes made of tricot, worn with pleated skirts, are also being prepared for Riviera wear. The first thing to remark about these sports clothes is the exquisite way in which they are cut, and the second, the ingenious way in which the material is used.

Two new notes are being introduced in sports suits which are likely to be extremely popular. The first is a satin jumper or pull-over, which is being used a good deal, and in an extraordinarily effective manner.

The second note is a short cardigan of close shaved fur, quite a new touch in fact.

A Frenchwoman invariably has both a good linen cupboard, and a chest well stocked with lingerie. She makes her own underwear when she cannot afford to buy the best. She employs a *lingere* or goes to the very best places to give her orders when her purse is well filled.

Always she would rather go without a new frock than see her stock of lingerie run down. And her latest fancy is to build up an ensemble of—lingerie set, dress, hat, coat, gloves, stockings, and shoes. She has them all ready to put on, and knows that she "matches" from top to toe.



For the afternoon a beige cloth coat has fox dyed beige to collar it.

Your Type.

WOMEN DRESSING TO SUIT THEMSELVES.

More and more women are developing subtle ways of dressing to suit themselves. They keep within the boundaries of the current fashions, but they do not neglect their personal tastes.

To wear blue, when brown is the colour that suits you, is silly. To have flounces, when pleats are more becoming, is a senseless thing to do. Educate your own taste and exercise it.

Only by knowing something about dress can you hope to keep fashion your slave, and prevent her from becoming your mistress.



A new way with the blouse and skirt ensemble: the tweed skirt, held in at the normal waist by a leather belt, rises some two or three inches over the neat silk blouse. This skirt is in various browns and red tones with flecks of green, while the blouse is in beige crepe finished with a dark brown satin bow.

The Girl and the Curl.

[Curls fastened to the hat-brim are being introduced in Paris for women who are shingled.]

If you see attractive girls, Who were Eton cropped but lately, Showing crops of clustering curls,

This need not surprise you greatly, For the locks which cause a thrill Are detachable at will.

These are beauty's latest whim, Sported by the rather daring, Being fastened to the brim Of the hat that she is wearing. When she's hatless it is plain She is Eton-cropped again.

O! this artificial age! Ruby lips and rose complexion May the roving eye engage,

And may capture the affection, Even when we know that art Tinted them, at least in part.

But to think the curls we see May-be at the luncheon table, Clustering so artlessly,

May not after all be able To set off a dinner frock, Gives romance a nasty shock.

Fashion Notes.

"TRIMMED" UMBRELLAS.

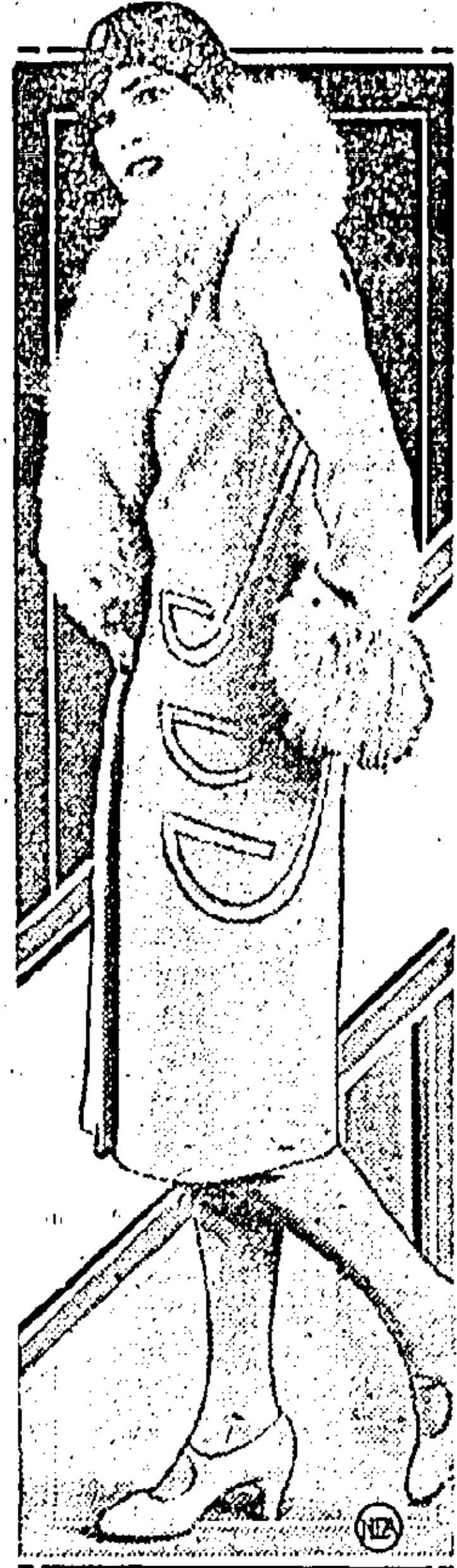
If anything could make women who have nice clothes neglect them, it would have been the bad weather we have had recently, says a writer in a Home paper. But nothing discourages women who like to dress really well. It would seem that it amuses them to have to struggle to look well in adverse circumstances. Anyway, they do look nice, even when Paris is wrapped in a mantle of Scotch mist, or pouring rain.

They wear coloured mackintoshes over neat little frocks, and ignore the wet of the pavement in the trimmings of shoes and silk stockings. They carry umbrellas to match their hats, or have them trimmed to match the trimming of their coats and frocks. Seen recently, was a girl with a black mackintosh, a plain black felt hat, and a little black umbrella edged with black and white check.

The umbrella handle was also in black and white, and the fur-trimmed also. Equally harmonious was a green mackintosh trimmed with green in a paler shade, and a hat of green felt trimmed with a bright ivory buckle.

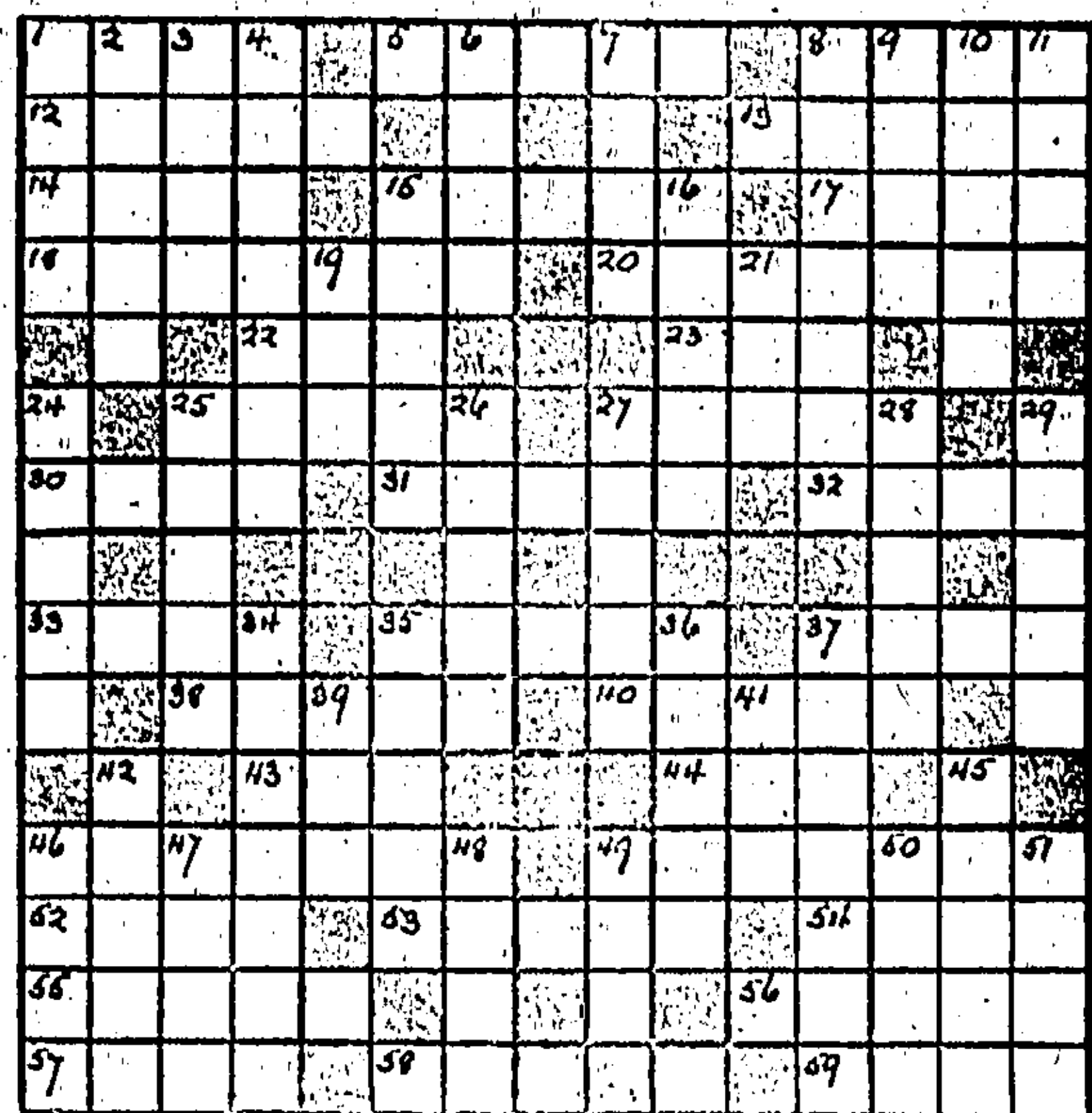
Beautiful Fans. Extreme novelties among fans are the abrupt curves high in the middle. Sticks are of sandal wood shell or ivory, the wood carved and gilded; others are cut out in most delicate patterns.

Some are set with tiny jewels for these sticks are invariably showily elaborated, and are covered with silk gauze on which artistic scenes are painted by hand. They have an exotic appearance, almost Oriental, and very decorative.



This beige lace gown is charmingly correct for spring evening wear.

OUR NEW BRITISH CROSSWORDS.



Across.

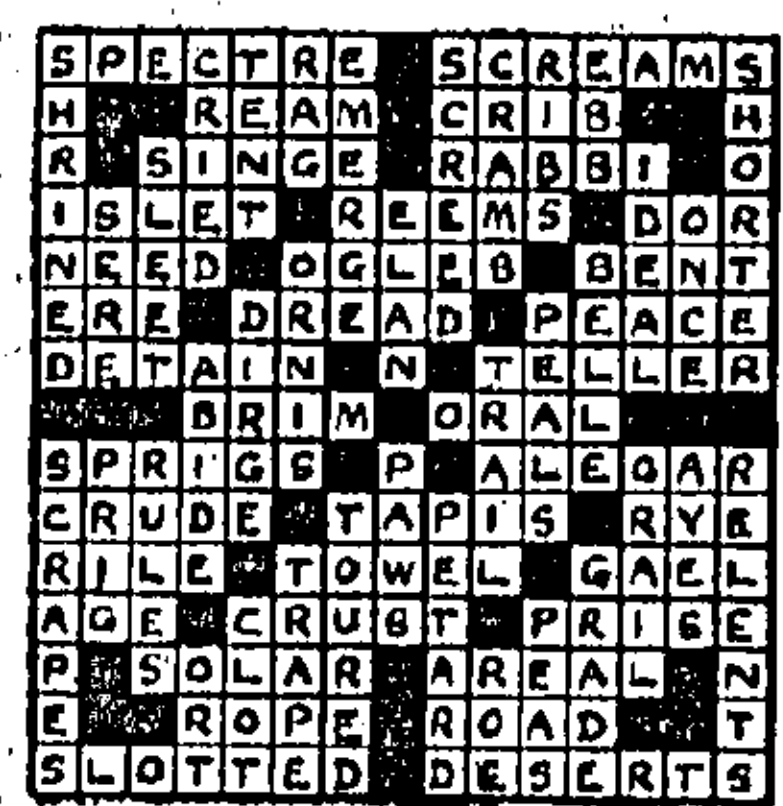
- 1 Wound.
- 2 Muscles.
- 3 Mine basket.
- 4 Liked.
- 5 Rascal.
- 6 One.
- 7 Black and blue.
- 8 Restraint.
- 9 Medicinal.
- 10 Violent stream.
- 11 Short sleep.
- 12 Born.
- 13 Ventured.
- 14 Mend clumsily.
- 15 Genuine.
- 16 Mistake.
- 17 High.
- 18 Company.
- 19 Small.
- 20 Utter sweet sounds.
- 21 Black.
- 22 Pienso ship.
- 23 Ocean.
- 24 Hints on which to act.
- 25 Planks.
- 26 Entrails of fowls.
- 27 Pertaining to wings.
- 28 Infect.
- 29 Ensnare.
- 30 Supernumerary.
- 31 Turn applied to paintings.
- 32 Cant.
- 33 Utter.
- 34 Pastoral pipe.

Down.

- 1 Low neighbourhood.
- 2 Rabbit.
- 3 Enger.
- 4 Train of persons.
- 5 Salute.
- 6 Tittle.
- 7 True.
- 8 Kind of moulding.

- 10 Remains of buildings.
- 11 Curved.
- 12 A falling back.
- 13 Giver.
- 14 Vehicle.
- 15 Sleep fix in water.
- 16 Large pld.
- 17 Hills of sand.
- 18 Moment.
- 19 Handsome.
- 20 Custom.
- 21 Dirge.
- 22 Worthless fellow.
- 23 Sloping.
- 24 Silent.
- 25 Refuge.
- 26 Produces honey.
- 27 Young animal.
- 28 Cost.
- 29 Look fixedly.
- 30 Hit violently.
- 31 Narrow band.
- 32 Old sailor.
- 33 Small two-winged fly.
- 34 Engle.
- 35 Made haste.

Yesterday's Puzzle.



PRINCESS MARY THROWN.

NARROW ESCAPE IN HUNTING FIELD.

London, Jan. 18.
While out with the Bramham Moor (Yorkshire) Foxhounds, Princess Mary had a lucky escape when her horse fell on boggy ground.

The hounds were at the far side of Gateforth Wood, and the Princess, and two members of the Hunt were some distance behind. As Princess Mary was riding over boggy ground her horse floundered and fell. Luckily it rolled away from the Princess, who was thrown some distance.

Had her horse rolled the opposite way the Princess would have been under the animal and seriously hurt.

She rolled into the path of one of the followers' horses, and he had some difficulty in avoiding her, his horse jumping sideways.

The men quickly dismounted and assisted the Princess. Fortunately, she had escaped injury, owing to the soft ground. She was covered with mud, but they wiped it off and she pluckily remounted and rode away.

THE MORRISON PIANO

STANDS ALONE
FOR PLEASURE,
PLAYING, AND
EDUCATING

and will fulfill these requirements because it is built for these purposes. Guaranteed for TEN YEARS.

Let us show you at
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(Entrance Ice House Street.)
Telephone C. 4648.

FRECKLES AND HIS FRIENDS



The Blues!

By Blosser

Fresh Stocks of
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AND
AMAMI AUBURN.

THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD, CENTRAL.
Tel. C. 1877.



Be Fortified!

WATSON'S EXTRACT of MALT and COD LIVER OIL

increases the body's power of resistance,
and prevents disease and illness.

1 lb. Bottle \$1.25
2 lb. " \$1.85

A. S. WATSON & Co., Ltd.

The Hongkong Dispensary.

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Kowloon No. 19.

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SPECIAL!

NEW

ALL SIZES SPRING
TUB
FROCKS

\$7.50 To \$19.50

See over Windows on Monday

Lane, Crawford, Ltd.

Ladies' Salon - Mezzanine Floor.

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED
IN LOCAL BUILDINGS
IS PROOF OF THEIR
SUPERLATIVE MERIT.

THE MAJORITY OF
LIFTS YOU USE
ARE
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ERECTED & MAINTAINED
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DODWELL & CO., LTD.

SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

The Hongkong Telegraph.

SATURDAY FEB. 16, 1929

NAVAL RIVALRY.

The report that Britain is now to put forward proposals for a new approach to the settlement of the disarmament problem does not come as a surprise. Clumsy as the Government may have been in its recent attempt to reach a compromise on the subject with France, there can be no doubting the sincerity of its motives. It was an effort designed to bridge the Anglo-French differences, so that the way might be paved to a later general agreement between all the interested Powers. Unhappily, it failed in its purpose, with the result that the situation has latterly developed along most unsatisfactory lines. What is of special interest at the moment is that the United States is rather expecting Britain to make a new move, and we have no doubt that when the fresh proposals are put forward they will be sympathetically considered by Washington, which is as keenly interested in the issue as the British Government is.

The deadlock between the Powers, on the naval issue, has had the effect of considerably hindering the disarmament movement. So much so has this been the case that there is a distinct danger of an armament race developing between the United States and Britain unless the two countries come together and face the question in a sensible and practical frame of mind. The "Big Navy" group in America has secured consent to the building of fifteen new cruisers, and it is now disclosed that it is planned to lay these down in batches of five within the next two and a half years. The first five to be commenced before July of this year. President Coolidge has shown that he is averse to the idea of building these vessels within the time-limit specified, and for the moment he has recommended Congress to appropriate a sum which is only little more than half of that proposed by the Navy Department. The Naval Appropriations Committee of the Senate, however, wants the whole sum voted without delay. In Britain, the reaction to the deadlock is seen that the trend of events, both in the United States and in Britain, is to push forward the naval programme in heavy ships—

a tendency which suggests a rivalry which must be regretted.

There is no need at this juncture to go into the pros and cons of the general naval issue. So much has been said and written on the subject that nothing is to be gained by going over the ground again. The main desiderata is that every possible effort should be made by the Powers to come to some common-sense agreement on the question. Seeing that public opinion in all countries realises the necessity for cutting down expenditure on armies and navies, and that Governments are also convinced of the desirability of curtailing non-productive expenditure, it surely ought to be possible to adjust matters to the mutual satisfaction of all nations. The idea of summoning the Naval Limitation Conference earlier than contemplated by the Washington Treaty has much to commend it, but it is, of course, essential that the way be first cleared by further exchanges of viewpoint. Unless that were done, another fiasco would be inevitable.

A Vehicular Ferry.

Ever since big road construction placed this Colony on the commercial map as a live motor-car market, the need for an efficient cross-harbour vehicular service has steadily impressed itself on the official mind, not to mention that of the public which moves so much more rapidly. Hongkong today lacks that very necessary addition to its public amenities because hesitation or temporisation is enthroned in high places. The Government, whose responsibility it should really be, has acknowledged its urgency by devoting the valuable time and attention of its experts to a study of the problems involved. In a recent report, it carefully marshalled every fact and factor in favour of immediate development of vehicular ferry facilities, ventured an estimate of the annual return on the capital expenditure essential—and then pleaded poverty. This plea is put forward despite official admission that the Colony is now beginning to find firm ground under its economic feet after struggling for some time in the deep waters into which it was plunged by the 1925 strike. Careful consideration of the points brought out by the report have served merely to leave the impression that the Government lacks the courage of its convictions. We welcome, therefore, the intimation at yesterday's meeting of the Star Ferry Company that that Company is interesting itself in the project. No promise was conveyed. The Chairman confined his remarks to a reiteration of accepted fact—the growing demand for vehicle transportation, for means of moving merchandise across the harbour by means of motor lorries—and an expression of opinion that it might possibly be in the interests of the Company to pursue careful investigation of the various schemes suggested. Incidentally, the Government is prepared to consider favourably any scheme which may be put forward with a view to the inauguration of a combined vehicular and passenger service between two terminal points on either side of the Harbour. So far so good. As we have already said, no promise is held out, but we are prepared to believe that the outlook is considerably brighter. It might very well be that a new concern would offer very serious competition to the service at present controlled by the Star Ferry Company, and bring upon it the nemesis that awaits all who miss their chance. But the Ferry Co. appears fully alive to the facts.

EXCHANGE RATES.

	London, Feb. 15.
Paris	124.30
Brussels	34.94
Amsterdam	12.12
Berlin	20.45 1/2
Copenhagen	18.20
Vienna	34.64 1/2
Helsingfors	103
Lisbon	81.24
Bucharest	47.11 1/2
Buenos Aires	2.63 1/2
Shanghai	1/10 1/2
Yokohama	1/10 1/2
New York	4.85 11/32
Geneva	25.24
Milan	92.80
Stockholm	18.10
Oslo	18.20
Prague	104
Madrid	31.02 1/2
Athens	335
Rio	6.29 1/2
Bombay	1/6 1/2
Hongkong	1/11 1/2
Silver Spot	25 1/2
Silver Forward	25 18/10

—British Wireless.

DAY BY DAY.

PEOPLE SELDOM IMPROVE WHEN THEY HAVE NO OTHER MODEL THAN THEMSELVES TO COPY AFTER.—Goldsmith.

The evening service at St. John's Cathedral to-morrow is to be broadcast.

His Excellency the Governor has appointed Mr. T. S. Whyte-Smith to act as Police Magistrate, Kowloon.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as First Police Magistrate and Coroner.

It is notified that Mr. T. M. Hazlerigg, M.C., has ceased to act as Deputy Registrar of the Supreme Court.

The silk forwarded from Hongkong by the Empress of Asia on the 23rd January arrived in New York (St. John's Park) on the 13th February, having been 21 days in transit.

Members of the Kowloon Football Club are reminded in an advertisement elsewhere that the Mixed Doubles Tournament is due to start at ten o'clock to-morrow morning.

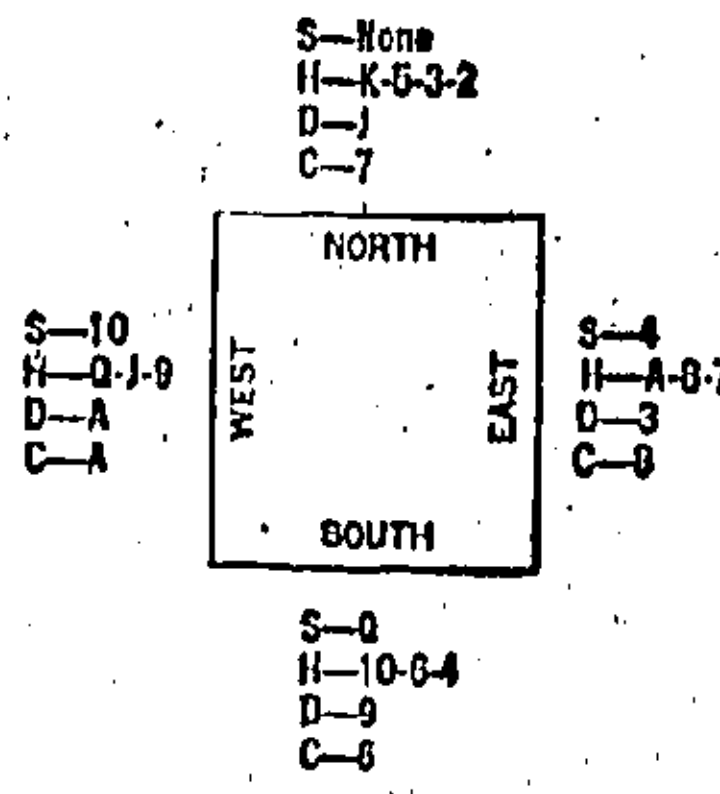
To the list of medical practitioners there has been added the name of Dr. Chunlong Vephula, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

At the P.W.D. offices on March 4th there will be offered for sale Kowloon Island Lot 2175, situate at Tai Kok Tsui. The area is about 80,000 square feet, and the upset price \$136,000.

Tenders are being invited for kerbing, channelling and laying 6-inch cement concrete foundations to the 100 ft. road between Percival Street and Anton Street and a portion of the 75 ft. new Praya road between Percival and Arsenal Street continuation.



BY FAIBYAN MATHEY.



Hearts are trumps and South has the lead. North and South must win three of the six tricks.

The Solution.

The old bridge maxim—"Cover an honour with an honour"—is often heard but not always practiced. Many situations occur when the rule should not be followed. But in this puzzle the author illustrates a specific variation of the rule which, except in very rare cases, is infallible.

South leads the queen of spades, North discarding the diamond. South then leads his diamond, and North trumps. North next leads a club, West winning with the ace. West must now lead a heart, and he correctly chooses the queen. But North does not cover, so the queen holds the trick. The Jack is then led. This time North covers, East overtakes with the ace, and South wins the last trick with the ten.

Had North covered West's first heart lead, the puzzle would have been defeated. East would have won with the ace, returned a heart, and West's jack and nine would have permitted a finesse through South's ten and six, giving East and West four tricks in all. The author therefore suggests this: when holding the king of a suit, and it seems apparent that opponents hold the queen-jack in one hand and the ace in the other, if you feel you should cover do not cover the first attempted finesse, but cover the second, and by doing so assure yourself that you are playing your hand for all it is worth. This particular situation, even if very specific, occurs time and again in play.

North may discard his club instead of his diamond on the opening lead. South then leads a club, North trumping and leading a diamond to West's ace.

THE GRAND CANYON.

Impressions of a British Writer.

Below is another of the series of articles being written by Mr. Collinson Owen, the British novelist and dramatic critic, for the *Christian Science Monitor* on his impressions in the United States. "Which is the train for the Grand Canyon?" I ask the porter. "Standing right there, sir." That is the sort of thrill one couldn't get at Charing Cross—the California Limited, that not only takes one on to the Grand Canyon, which everybody agrees is nature's astounding piece of work on the grand scale, but also continues the journey through Arizona, New Mexico, Texas and on to New Orleans. Thrill upon thrill.

There is a large group of Japanese, men and women, gathered at the train to speed three very bespectacled, earnest and smiling young compatriots on their travels. One of them would do very well for the Harold Lloyd of Nippon. The train rolls out.... Good-bye to Los Angeles, its film stars, its amazingly efficient automatic traffic system, its widespread square leagues of city spaces. I am off on the Santa Fe railway to find the wide spaces of nature.

Not, it is true, in quite the same fashion that travelled the pioneers of the Santa Fe Trail. This California Limited is a particularly nice train. There is a charming club car done up in attractive yellow. Inviting stationery marked "En Route" calls upon one to write letters. I begin one: "My dear...." The train gives a lurch and I decide to look at the scenery.

Fortunately there is plenty of room outside on the observation platform. That is the advantage of travelling in the off season. We go through miles of orange groves, with here and there the vivid yellow of lemons. We climb up steadily through the San Bernardino range; mountain scenery of good 10,000-foot quality, with clouds on the summits and the occasional welcome rattle of rain on the train windows.

So over the summit of the line and down into the Mojave Desert. But do not pronounce this as it is spelt. Mr. Roosevelt once did that in California, with distressing results to one who had such a sound reputation as an open-air man. It is pronounced Mohave, and sounds much better that way.

Americans, so one is told, are discovering their deserts, and making the most of them with smart hotels and what are called "dude ranches," where the elite do in luxury, and with a bath at the end of it, what the pioneers had to do because of the vicissitudes of nature.

All afternoon we rush through a wild world of pleasant desolation and soft colouring. It is not a sandy desert, but it is a very pleasant wilderness, and given that you are travelling through it in a limited train, and not tramping it with an empty water bottle, it could not be better. No sign of habitation and no water, until we come to the Mojave River. The magical change it gives to the landscape teaches a dweller in a moist climate just what water means. We come to an oasis sort of town—Victorville I think it is. The whole region round here is rich in pioneer history, if one only knew it. And the odd thing about American history of this kind is that though it may be only sixty years old it is such a thing of the past that it seems as good as six centuries.

Evening finds us at Barstow, in the centre of the desert, where there is a very nice station house, restaurant and bookstall. Casa del Desierto it is called. I glance over the most recent pile of best sellers. They are all there. On into the night to Bagdad, where funny little brown children come to the train, to sell wreaths of white desert holly for Christmas. So, late at night to Needles, on the border of Arizona, where a dozen Mojave Indians, squaws and braves, are waiting on the platform to sell baskets. They push their wares at you with intelligent grunts. Fenimore Cooper was right, after all.

When I lift the blind of the sleeping berth next morning I look out on deep snow, with a brisk snowfall still proceeding. The train is panting up the grade that leads to the edge of the Grand Canyon. And I wonder whether, after years of wanting to see the Grand Canyon, I shall arrive there to find no view. Pondering this question over the day before, I had dismissed the idea of mist as almost impossible. I hadn't thought of snow.

It is still snowing heavily as the few pilgrims on the train go the few yards up a steep hill to the hotel, massively built of logs. But there is breakfast to be thought of first. The snow may stop. It can't be true that one has come thousands of miles to see the Grand Canyon—only to find one can't see it!

Less than an hour later I stand just outside the hotel on the rim of a vast emptiness which I cannot see, but only divine. The snow has stopped, but the most terrific rent to be found anywhere in the earth's surface is just an immensely full of heavy mist. Snow and mist and no view; here where earth's grandest view is covered up. And then the change comes. A pale sun struggles through the snow clouds, the vapors in the titanic bowl below dissolve, and hang here and there in giant curtains.

I see the farther side of the canyon; I see nearly 5,000 feet below to what is not yet the bottom, where the Colorado River flows in its deep canal of granite; I see the fantastic chaos of giant cliffs and titanic pinnacles of rock, and out comes some of the famous colouring, its vividness, chastened by clinging snow and hanging cloud.... Just one "effect" out of the canyon's repertory of a million or so.

There are three or four of us standing in the deep snow, on the edge of precipices beyond all imagining, looking down into it all. "If you put New York's biggest skyscraper down there you just wouldn't see it," says somebody. It will do. Anybody who attempts to put this immensity on the back with any sort of comparative description should not be taken seriously.

For ten minutes or so the magic of that view holds. There are hopes that the mist will finally clear, that we shall see this one small section of the titanic whole in its full glory. But instead the mist closes up again, once more the vast chasm is filled with vapor, so that in place of nature's ultimate effort to astound there is nothing. For an hour or so I wait, hoping for the best. Then the train calls.... Yet that ten minutes' peep into just one fraction of this immensity, which is more than 200 miles long, was worth the visit.... Such is the Grand Canyon, or my bit of it.

Down at Williams, the junction for the Grand Canyon, I sit a few hours later at a lunch counter. The snow is falling fast. This is Arizona, nearly 7000 feet up, but one can only see snow and a freight yard. An immense freight train, nearly a mile long, rumbles past the windows, and as the snow drives against it the flying flakes impart a suggestion of tremendous speed and volume to the interminable line of cars.... Perhaps one impression is as good as another.

On through Arizona, snow-bound. We climb up to the divide and halt at Flagstaff, which in summer is a favourite resort of the region. Small frame houses, a two-story hotel, snow. A mile or so farther, over a spiderlike steel bridge, the train crosses Devil's Canyon, 225 feet deep, 530 feet wide and many miles long—a great gash in the red rock of the high table-land. But after what I have seen only a few hours before it looks no more than a trench.

Night falls, and the Grand Canyon apart—Arizona has shown me no more than these arid high plains, whose covering of snow we have now left behind. No feature of interest, save an occasional mountain in the background.

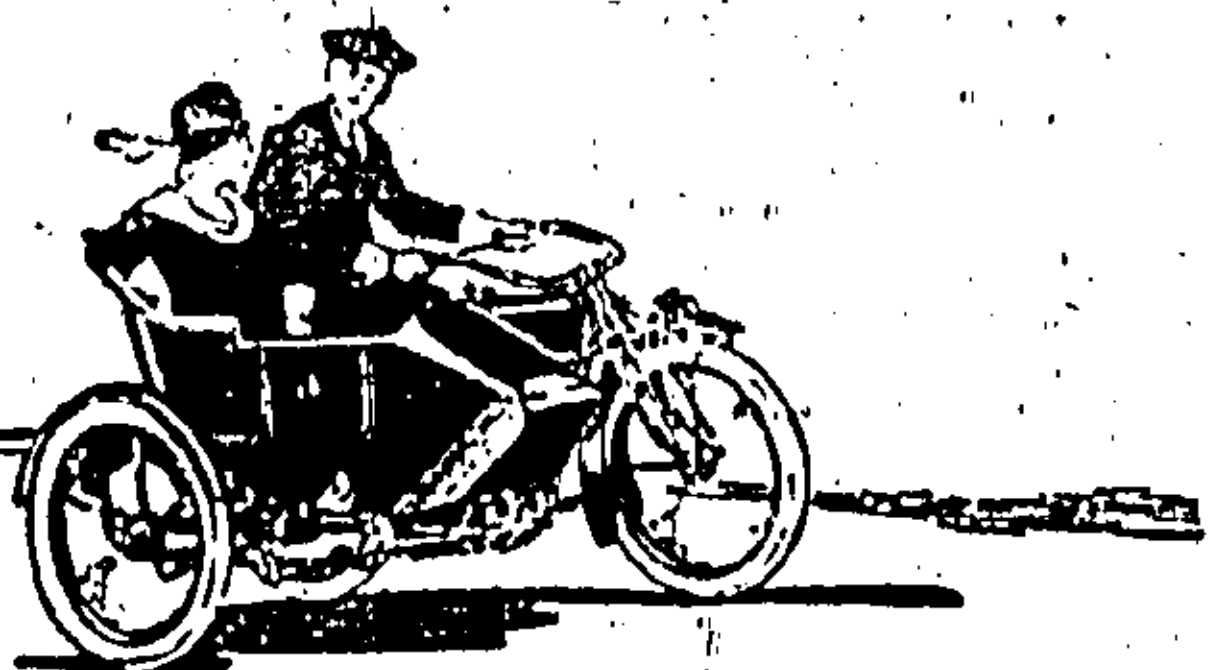
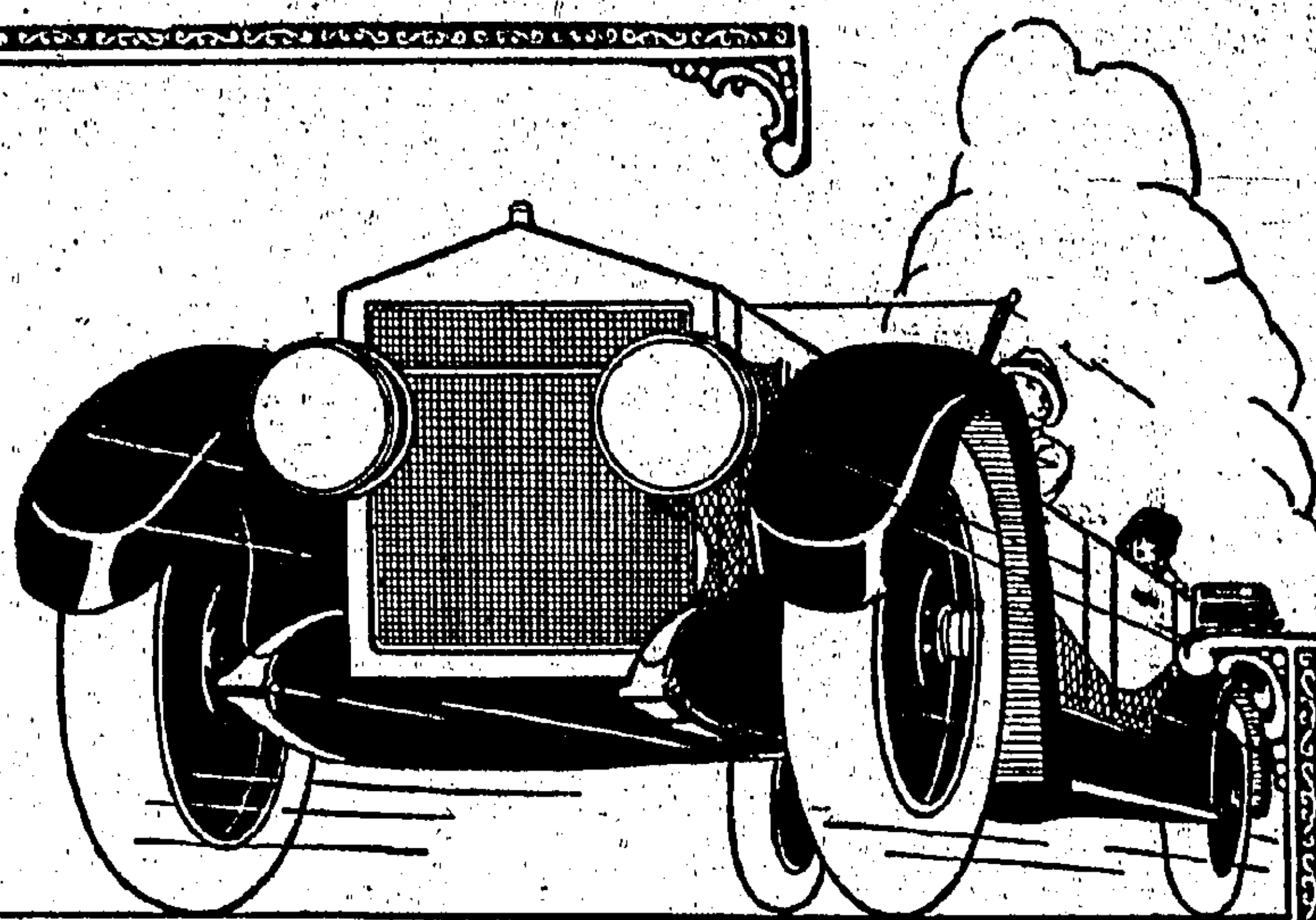
I tell myself time after time that I am in romantic Arizona, that New Mexico comes next, and that I ought to be very thrilled. It is no use. There is nothing to see, except the occasional small towns by the wayside. They are all the same; each one interesting enough in itself as a small American unit, but each one exactly like the last.

We have left the magnificence of the California Limited behind. On that I was served a splendid dinner for \$1.75. On this train we have to get out to eat. For half an hour I am a resident in Winslow, Ariz. There are a dozen of us in the dining room, where the meal is very well and quickly served. Attentive waitresses come and pile all sorts of extraneous bits of things round one's plate—celery, olives, various kinds of sweet rolls, a selection of salads—as is the American way. We ought to have at least an hour for all this. But the train is waiting, and at each door, each by his footstool, stands a Negro porter, ready in his rather offhand way to lock you once more inside the train.

Later that evening we enter New Mexico, and stop at Gallup. A small town of 5,000. One sees the Main Street lighted up, with a billiard hall and a hotel. One of my old dreams of America was to find myself suddenly in one of these small, out-of-the-way towns, of frame houses, and abandon myself to a riot of unexpected impressions. But that mood has passed. There is no mystery about them—not now, anyhow. One knows exactly what one will find there, exactly what merchandise. The pulse of New York and Chicago beats in all these places, however faintly.... And yet it would be interesting to stay a week or two in such a place and.... (Continued on Page 9.)

MOTORING SUPPLEMENT

OF
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CURRENT COMMENT

Swatow Roads.

During the course of a conversation with a Swatow merchant this week, the interesting information was gleaned that the border over in the New Territories is within thirty miles of road communication with Swatow. For some time past, the local authorities have been actively engaged in road building on the outskirts of this important Chinese city, and quite good motor roads have opened out in various directions. The possibility of direct road communication provides the most hopeful outlook for the future, because there is not the slightest doubt but what Swatow and Hongkong would reap mutual benefit by closer contact with each other.

It is safe to say that the majority of Hongkong's British residents have never visited the adjoining cities of China, mainly because the very thought of a sea journey seems to imply that a long journey must be undertaken. It is equally safe to assert that once reasonably good road communication is provided, many motorists will become acquainted with every Chinese city so connected, given, of course, peaceful conditions.

Road to Canton.

The value of the automobile is again demonstrated. There is little doubt but what Canton will be linked to Hongkong one of these days, and both passenger and goods transportation will flourish by road. We should like to see a really energetic campaign undertaken in order to quickly establish such a desirable state of affairs, because as we have often stressed in this Supplement, the easier the means of contact between Chinese cities and the important sea port of Hongkong, the better for commerce generally.

Main Routes.

In many parts of China, especially in the South, there is an almost feverish desire to speed up road construction, and it is logical to assume that the ultimate aim must be a system of motor roads which will not only connect important Chinese cities and districts with each other, but which will open up to main routes to Hongkong. Quite a familiar sight in the New Territories now is cattle being conveyed to the Kowloon and Hongkong markets by motor vehicles. This is but the beginning of commercial transportation by road and as time passes, we shall see much produce and merchandise brought into the Colony by motor vehicles.

A Good Start.

Roads and more roads are wanted, and it is to be earnestly hoped that peaceful conditions will allow the uninterrupted work which has been started, to continue. No country deserves an eye of prosperity more than does China, and no country is in greater need of traffic arteries.

Trams v. Buses.

The laying down of a new tramway track along the new road on the Praya East Reclamation opens up the much discussed question of whether bus services are not generally preferable to electric trams. It has long been contended by tramway companies that the economical running of electric vehicles on rails is the main reason for the continuation of such systems, and while there is doubtless every truth in this assertion, it is also definitely established that the modern motor bus can show a good return on outlay with even only a certain percentage of its capacity load of passengers as an average. From the point of view of comfort, the advantage is with the

motor vehicle, while the flexibility of a motor bus service is another of its great assets. Buses can be diverted to adjacent roads to main routes when necessary, whereas trams are compelled to keep to certain thoroughfares.

Traffic Uniformity.

From the angle of traffic uniformity, tramway systems are somewhat of a hindrance, interrupting the smooth flow of traffic. Special rules are necessary in order to allow passengers to alight or board tram cars, and these rules necessitate the interruption of all other vehicular traffic. Motor vehicles are compelled to stop whenever a tram stops, and although not to a really serious degree, some obstruction is caused thereby. The anomaly lies in the fact that the majority of traffic is compelled to give way to the minority simply because that minority is cumbersome.

Special Privileges.

By the nature of their constitution and construction, tramway services must be granted special road privileges and it is an interesting thought to conjecture how long these permits will be extended in view of the competition of motor bus companies. The question arises, have electric trams ceased to be a public necessity? That they were in the past goes without saying, but it seems safe to assert that their usefulness has considerably decreased with the advent of motor traction. In some parts of the world, trams have been scrapped in favour of motor bus services, but it is also true that in other parts, tramway systems have been continued after considerable discussion on the respective merits of the two systems.

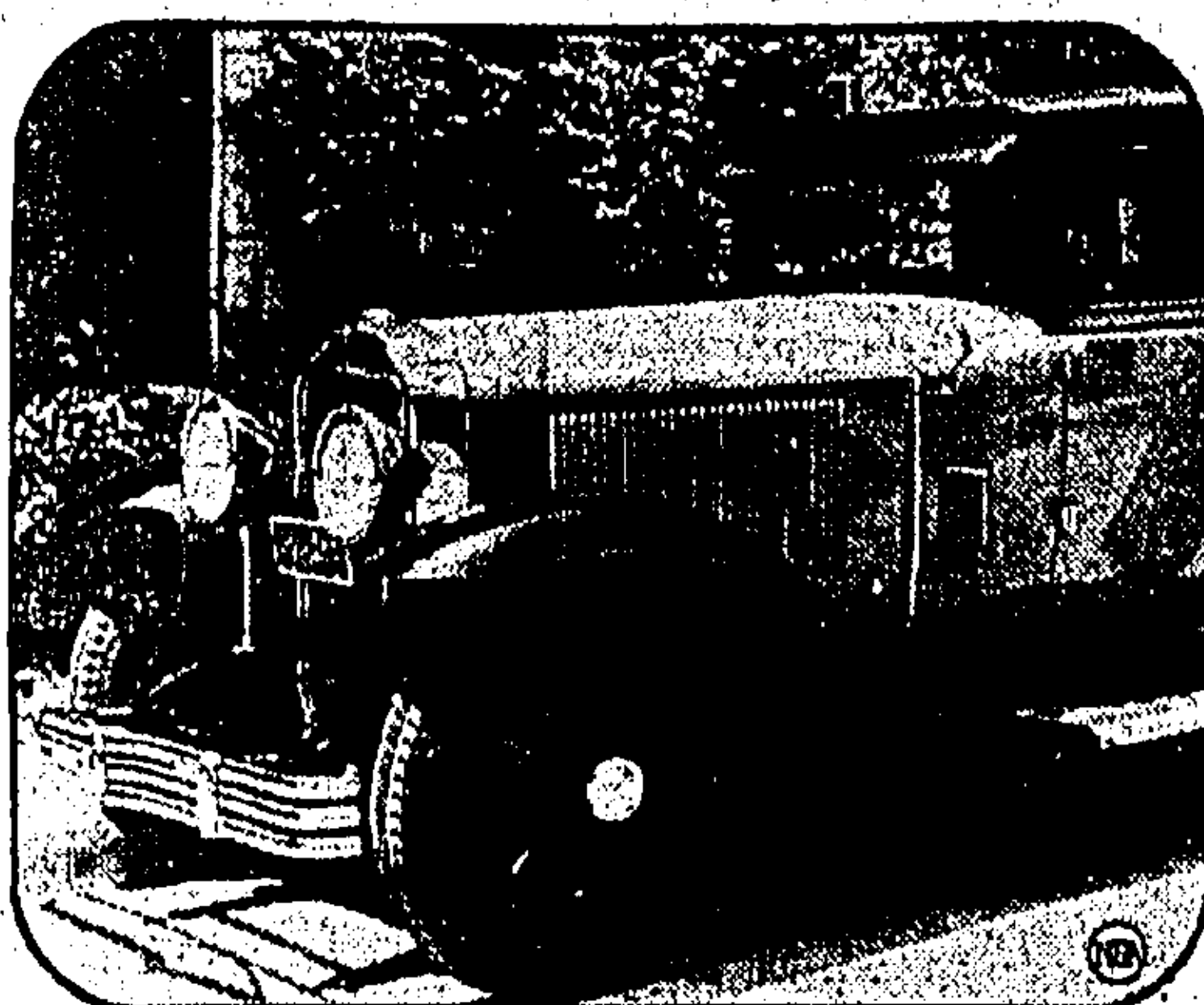
Local Examples.

Hongkong is fortunate in having two excellent examples from which to judge trams versus buses. On the island side we have the trams, and over in Kowloon the buses. By this process of reasoning it is logical to take two main routes and compare the two distinctly opposed types of public passenger transportation. Des Voeux Road is a main tramway route, and Nathan Road a main motor bus route, and we are inclined to the belief that a public vote would greatly favour the modern traffic conditions of the latter thoroughfare.

Motoring on Leave.

Many a Hongkong motorist does not take his car with him when proceeding on leave, preferring to hire one when at home, a practice which saves the trouble of arranging shipment etc. It is because of this general tendency that motor firms in England have, during the last few years, specially entered

MORE ROOM FOR PASSENGERS.



Since the "Silver Anniversary" Buick has been introduced, it has gained many thousands of converts to its entirely novel appearance, occasioned so by the desire of its manufacturers to give the passengers more elbow room. Counteracting the bulky appearance of the body, however, are the distinctively sleek and speedy-looking fenders, as this view shows.

REPLACING POLICE.

2,500 Signals in New York.

NO TRAFFIC STOPS.

New York is installing what is believed to be the greatest street travel control system in the world.

Covering the metropolis like a spider web, the 3500 silent signal cops are to blink with the regularity of clockwork.

This synchronised light plan will allow motor vehicles to travel through the city at a flat rate of 22 m.p.h. without a stop, by opening and closing traffic lanes progressively. It is to do the work of 6000 policemen, and permit them to join in the war on criminals.

While the system will cost only \$4000 to install, and less than \$2000 a year to operate, it is estimated that the saving to the city will be \$2,500,000 per annum.

for overseas visitors. In the main, these "Buy-back" establishments have been greatly appreciated, but a word of warning is necessary owing to the fact that some of them have earned anything but a desirable reputation. It has been found that the "Buy-back" guarantee has been subject to all sorts of quibbling, the client invariably having to yield to unfair reductions owing to his impending return abroad. It is gratifying to know that Messrs. T. H. Stainton & Co., Ltd. are not in the latter category, but that as the originators of the system, have built up an enviable reputation for strict fairness. They have appointed a special representative in Hongkong who will give any information required to those interested.

MORE CYLINDERS.

Eights Gain in Europe. PARIS SHOWS

REVELATION.

At the international motor show in Paris, six and eight cylinder cars outnumbered fours for the first time in any motor show in Europe.

The marked swing to eight cylinder motors was a notable feature. Usually, cars of this type are built only for racing purposes in Europe, but pleasure vehicles with eight cylinder engines were shown by: Bugatti, Bullot, Bianchi, Beriot, Amilcar, De Dion Bouton, Isotta-Fraschini, Harria, Leon Laisne, Mercedes-Benz, Morris, Leon Bollee, Scat, Renault, Horch, Panhard-Levassor, Unic, Genesin and Messier, in addition to the American contingent.

Almost every Continental maker is producing a six, many have standardised on sixes only. Forty different makes of European sixes were displayed, the smallest of which was the 12 h.p. Donnet.

DUNLOP MAILS.

Over Five Million Letters.

The letters and parcels arriving and departing from Fort Dunlop have reached a record figure during 1928. A total of 5,699,800 letters and 81,090 parcels was handled.

Of these 19,800 parcels were received and 61,200 sent. The inward mail ran to 1,621,800 and the outward including receipts, invoices, advertising distribution and ordinary correspondence was 3,978,000, or 18,000 per working day.

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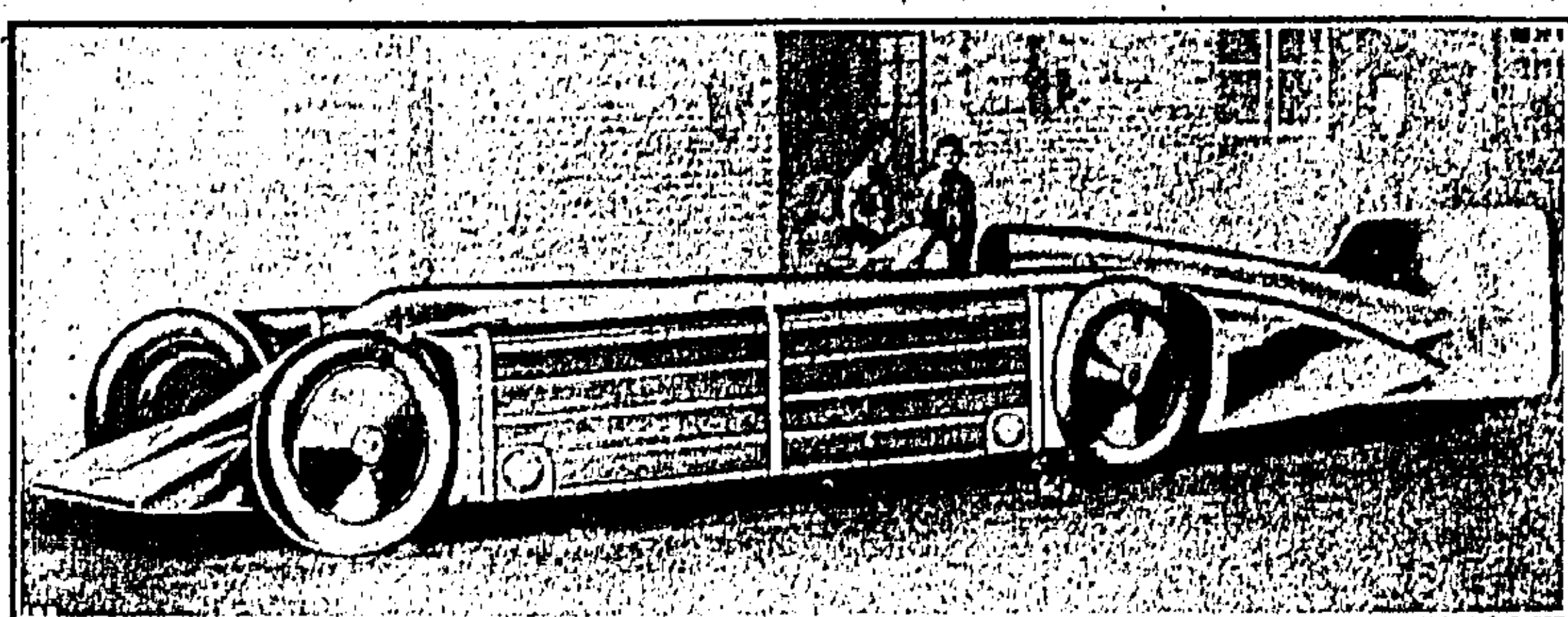
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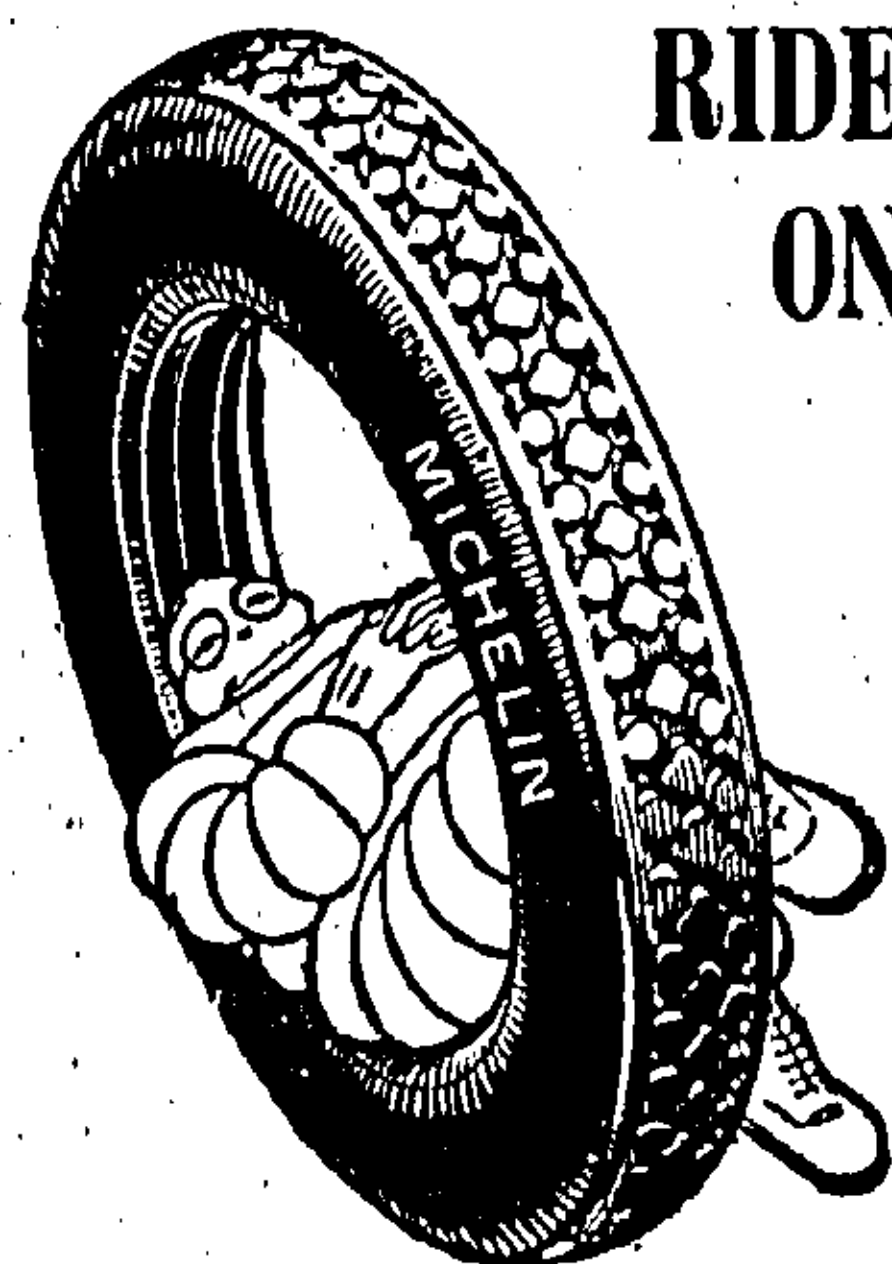
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MICHELIN

WHAT AMERICAN MANUFACTURERS THINK.

Production—Mergers—Improvements—Traffic.

Special to The Hongkong Telegraph by Israel Klein.

Certain events related to automotive progress during 1928 have set that year apart as one of the most significant in the history of the automobile.

It was a year of mergers of great automotive corporations, the year of a new record in automotive production the year of Henry Ford's return to mass production, and that of Chevrolet's abandonment of the four—two mention only a few of the outstanding occurrences.

Why all these events occurred at this time what the meaning of these events is and what it is all coming to now tense the minds of many persons interested in this great industry. To learn all this, or at least get an idea of what it's all about, some of the leading automobile makers, heads of automotive associations and leaders in activities relating to automotive progress were approached with specific questions on the subject.

The answers to these questions have been compiled for The Hongkong Telegraph by Mr. Israel Klein. As short as most of them are, they reveal what the big minds of the industry think of the present and future of the automobile.

Here are the questions put to each and the answers returned:

Still Going Up!

Alfred P. Sloan, Jr., president of General Motors Corporation: Have we reached the peak in automotive production?

"So far as 1929 is concerned, I believe the production of motor cars will reach a new record.

"I reach this conclusion because I believe that the statistical position of the automotive industry indicates that sales during 1928 were limited by lack of production in the low priced field, which means that we will carry forward a certain amount of business into 1929 which will of course be in addition to the normal trend.

The normal trend will call for increased replacement demand over previous years, plus increased demand from overseas markets which are expanding very rapidly plus a reasonable amount of natural growth, all of which should swell the total to a point where I believe a new record for production will be established.

"I appreciate that when any motor manufacturer expresses an

opinion of still new records in production the question arises in many minds as to how much farther the industry can expand. We must remember that the life of any motor car is necessarily limited from the standpoint of both depreciation and obsolescence.

"The number of cars in daily use has increased tremendously for many years past and each year we therefore pick up an increased replacement demand. The increase in the number of cars per family is also a contributing factor, and I do not think any of us have any real appreciation of what can be accomplished in the development of our overseas business."

Airplane Next?

Henry Ford: Can we look forward to as great progress in aeronautics as we have in the automotive industry?

"Although we cannot foresee just what the development of aeronautics will be, we can be sure that progress will be very rapid from now on. The practical plane today, and the one which is the foundation of air transport progress, is the multimotored plane."

Plane Won't Hurt Auto.

Alfred Reeves, general manager National Automobile Chamber of Commerce: Will the airplane ever get to the point of threatening the popularity of the automobile?

"We look for the airplane to make rapid progress in long distance transportation of passengers and light merchandise. For that service it will be far better than either railroads or motor vehicles. The automobile for individual transportation, without the need of timetables, will continue its popularity.

"When a worth while production of airplanes and motors are required, I look for the automobile manufacturers to enter the field."

Worst of Traffic Problem.

Miller McClintock, director Albert Russell Erskine Bureau for Street Traffic Research: What is the most serious difficulty facing solution of the modern traffic problem?

"The most serious difficulty in the city traffic problem lies in getting public officials to make traffic regulations and planning projects on the basis of sound engineering knowledge regarding traffic characteristics and requirements. This difficulty is gradually being overcome through the establishment of traffic engineering divisions in many of the more progressive cities."

For Driver's Ease. William G. Wall, Indianapolis automotive engineer and president of the Society of Automotive Engineers: What important mechanical improvements may be expected in the automobiles of the future?

"Automotive improvements of the future will be those which will tend to eliminate physical effort on the part of the driver."

Benefit from Mergers.

R. S. Cole, vice president Hupp Motor Car Corporation: What benefit may motorists expect from the mergers that have been or may yet be consummated?

"Any merger which would result in reducing overhead and increasing efficiency would naturally result to the benefit of the public."

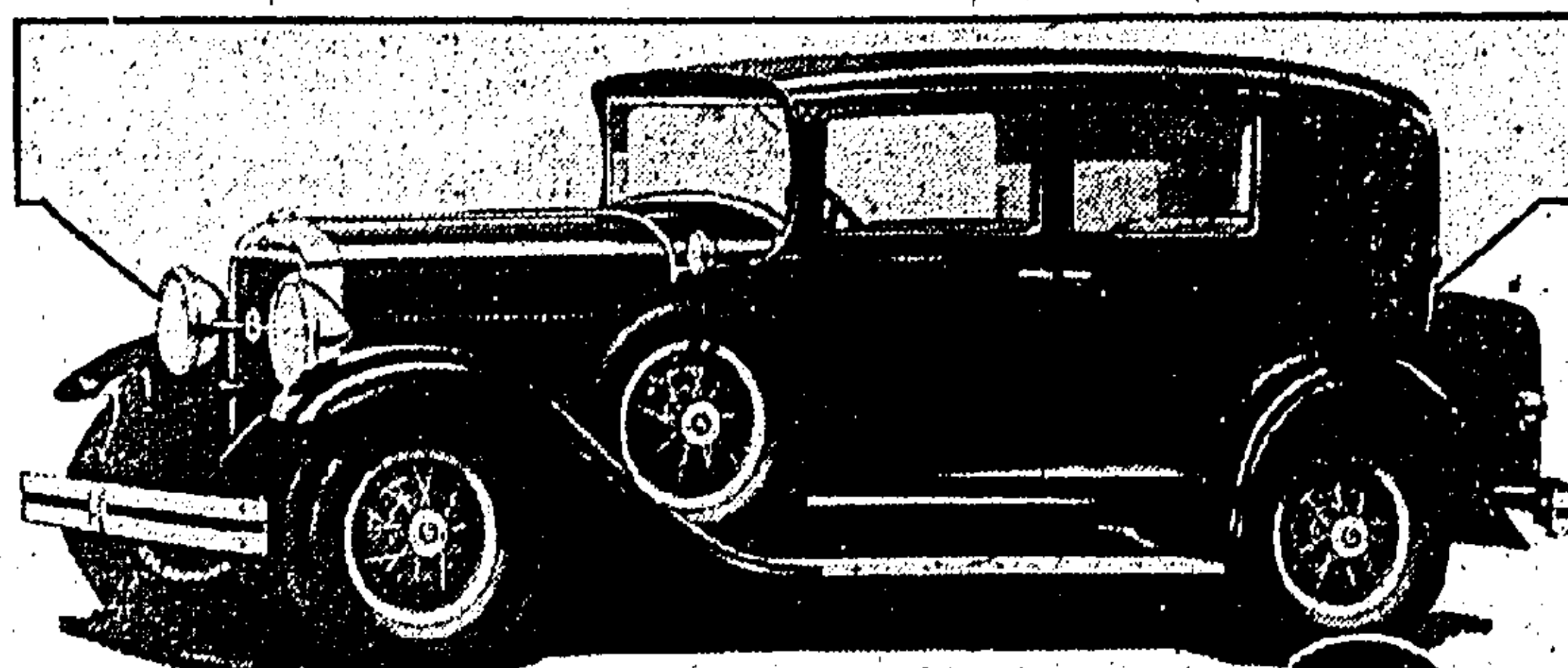
Small Car Unpopular.

Albert R. Erskine, president the Studebaker Corporation of America: Is the small car a failure in America?

"The small car is not popular in the United States and is losing its popularity in Europe in favour of cars with larger body dimensions and longer chassis. American manufacturers are proceeding accordingly. The small car's loss of popularity is due to a lack of roominess for five passengers. People dislike to be crowded."

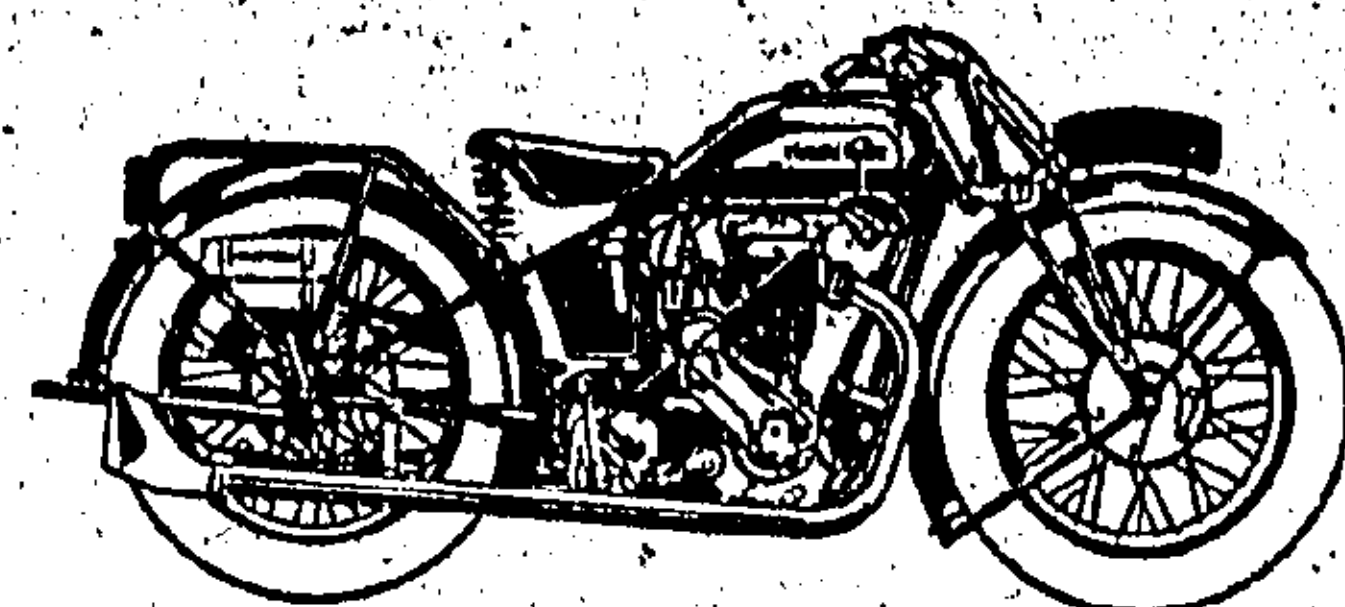
Typical of the latest innovations in the automobile of 1929 are those made by Studebaker. Here for instance, is the new Commander Brougham for five passengers, which is now available not only as a six-cylinder but as an eight-cylinder job. Below are two of the efforts made not only by Studebaker but by practically all the other manufacturers toward achieving comfort in riding and ease in driving. At left is the drop arm rest coming out of the back, while at right is the attachment for moving the front seat backward or forward to suit the comfort of the driver and make it easier for him or her to manipulate the controls.

COMFORT IN RIDING—EASE IN DRIVING.



Typical of the latest innovations in the automobile of 1929 are those made by Studebaker. Here for instance, is the new Commander Brougham for five passengers, which is now available not only as a six-cylinder but as an eight-cylinder job. Below are two of the efforts made not only by Studebaker but by practically all the other manufacturers toward achieving comfort in riding and ease in driving. At left is the drop arm rest coming out of the back, while at right is the attachment for moving the front seat backward or forward to suit the comfort of the driver and make it easier for him or her to manipulate the controls.

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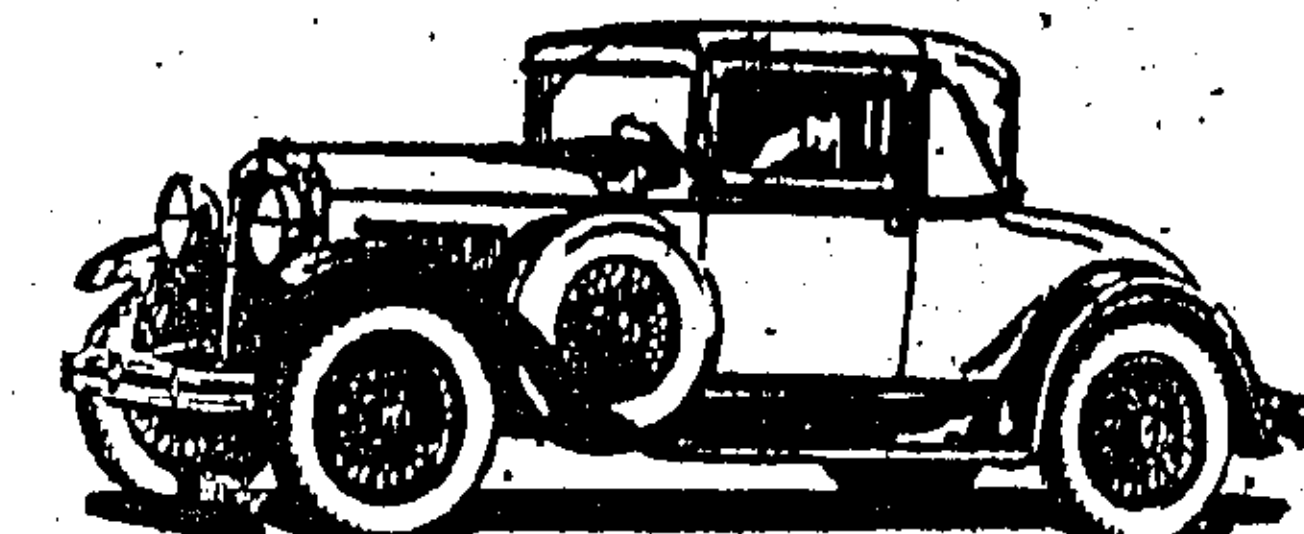
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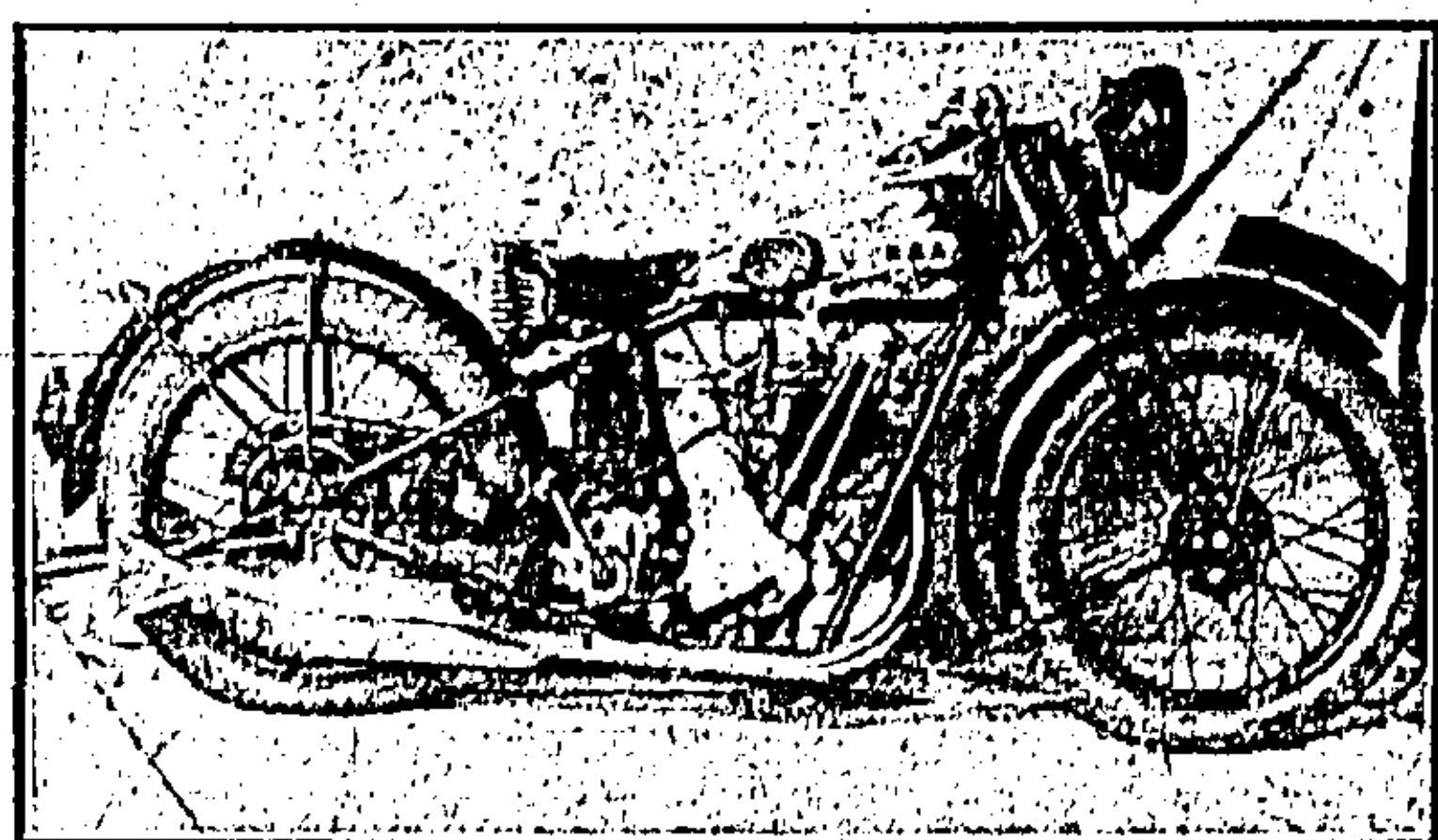
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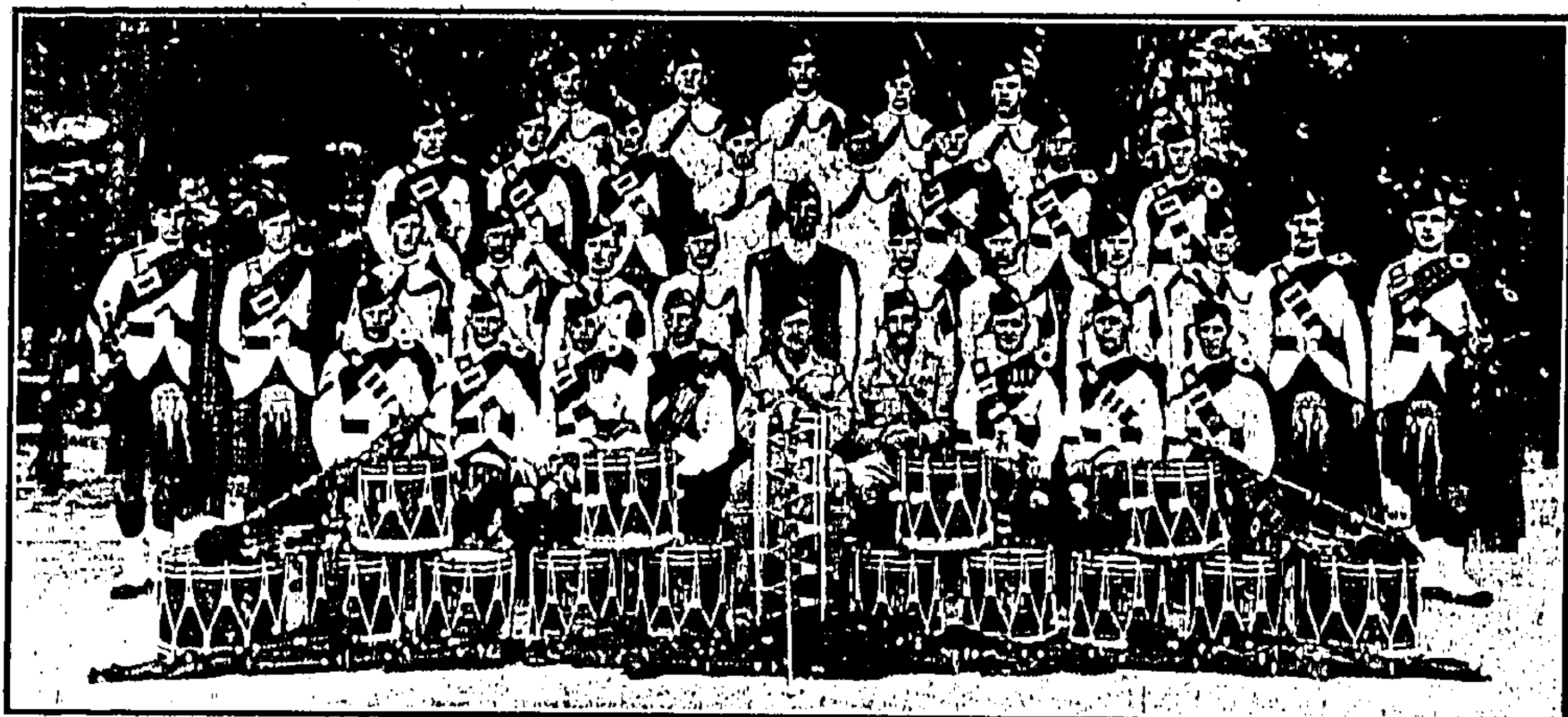
Hongkong Telegraph.

Pictorial Supplement

February 16th, 1929.

TO OUR READERS

We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



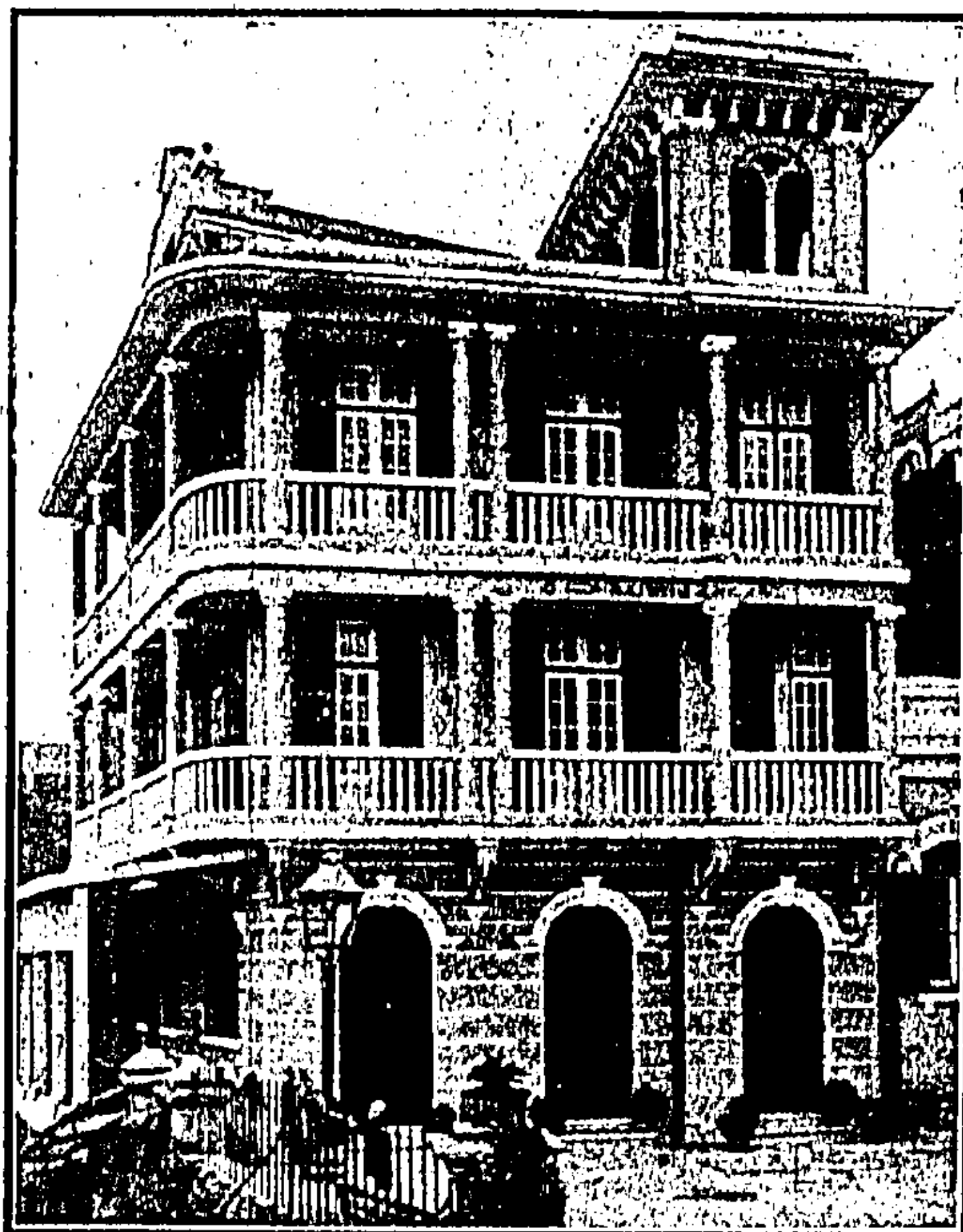
A recent group photograph of the Pipe Band of the 2nd Battalion King's Own Scottish Borderers. (Photo: Mee Cheung).



Group photograph taken at the official opening of the new Muslim "Rest House" on Wednesday last. The opening ceremony was performed by the Hon. Mr. E. D. C. Wolfe, with whom, in front row, will be seen Mr. U. Rumjahn, Mrs. W. T. Southorn, Mrs. Wolfe, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. J. P. Braga, Mr. M. P. Talati and others. (Photo: Mee Cheung).



At the Catholic Cathedral on Monday afternoon, Miss Elizabeth Dunbar, daughter of Mr. and Mrs. L. Dunbar, was married to Mr. Michael D. G. Houre. Both parties are well known in Hongkong and the wedding was largely attended. (Photo: Ming Yuen).



The new "Rest House" for Muslim travellers which was opened by the Hon. Mr. E. D. C. Wolfe on Wednesday last. The building is in the compound of the Mosque in Shelley Street.



A golf match was recently played at Tungshan, Canton, between teams representing England and America. Those taking part were Messrs. J. C. H. Bonbright, A. N. Spencer, A. J. Evans, C. E. Watson, L. H. Ruffin, G. H. Bowker, B. B. Anthony, H. G. McNeary, C. C. Kitching, A. E. Quin, C. E. Sandstrom and R. K. Batchelor. America won by nine points to three.



Hongkong won the Interport football match on Monday, by three goals to nil. In the upper picture Clarke is seen clearing for Hongkong, and in the lower picture the Shanghai goalie is on the ground having failed to stop a hot shot by Fung—this being Hongkong's second goal. (Photos: Ming Yuen).



Photograph taken outside Queen's Pier, on Thursday last, when the remains of the late Mrs. Chung Yi-Miao, who was murdered by her husband while on honeymoon in England, were landed for burial at Pokfulam. (Photo: Mee Cheung).



The interport rugby match on Saturday between Hongkong and Shanghai was marked by clean vigorous play. In the top is seen the break up of a scrum and in the lower picture the players are seen assembling for a line-out near Hongkong's 25. (Photos: Ming Yuen and Mee Cheung).

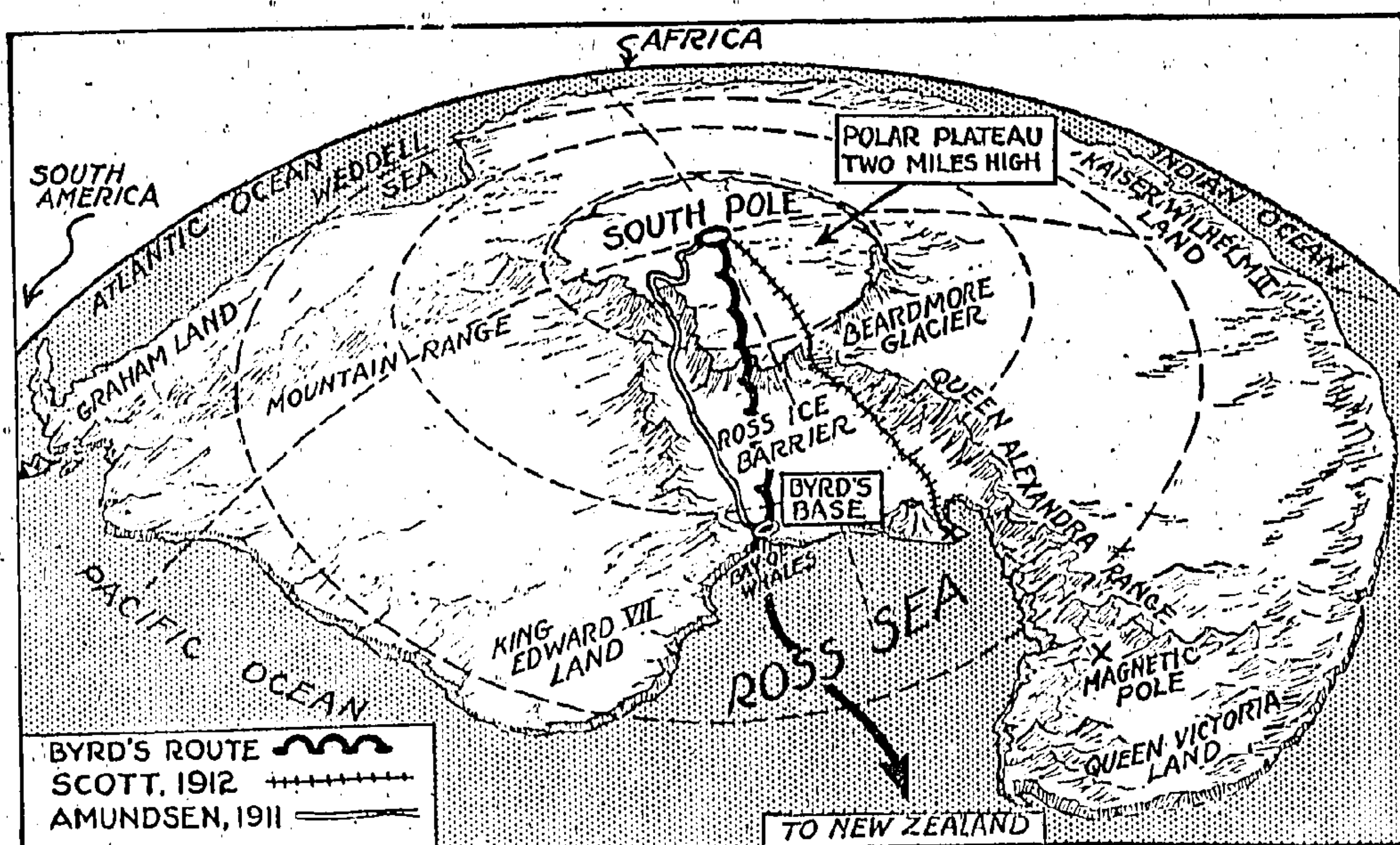


The Hongkong and Shanghai interport rugby teams, photographed before the interport match on Saturday, which resulted in a win for Hongkong by 12 points to six. The Hongkong team is on the right in white shirts. (Photo: Ming Yuen).



The Hongkong and Shanghai interport association football teams photographed before the match which took place on Monday and which was won by Hongkong by three goals to nil. The members of the Shanghai team are wearing white jerseys. (Photo: Ming Yuen).

WITH BYRD IN THE ANTARCTIC.



This map shows the scene of one of the greatest adventures of an adventurous age. Commander Richard E. Byrd's conquest of the South Pole area by airplane. Byrd has established his base at the Bay of Whales, 800 miles from the pole, and plans emergency landing stations at 100-mile intervals. He will have to fly above the great polar plateau, a circular mass of ice nearly two miles high. He also plans to explore much of the surrounding Antarctic continent, desolate wastes of moun-

tainous ice that are swept by terrific blizzards. The routes of Amundsen and Scott, who reached the pole on foot, are shown. Capt. Wilkins, rival polar explorer, has established his airplane base on an island in Weddell Sea (upper left) and plans to fly to the pole from that direction. Commander Byrd has recently reported from his base at the Bay of Whales that while exploring the surrounding area he discovered new land with a mountain range having fourteen high peaks.

MEDICAL PROGRESS IN 1928.
U.S. DOCTOR'S INTERESTING REVIEW.

BY MORRIS FISHBEIN, M.D.

Editor, Journal of the American Medical Association, and of Hygiene, the Health Magazine.

Research in medicine is one of the vitamins that it contains is tinuous. The great discoveries of associated with the appearance of any year represent the culmination of the disease called pellagra. Yeast of many investigations made in its particularly rich in vitamin B. Various places over long periods and it is for this reason that Dr. Joseph Goldberger of the United States Public Health Service suggested the use of yeast extract great discovery in modern medicine. The volume of The Journal of the American Medical Association for 1928 opens with the report of an investigation made in John Hopkins University several months previously into an unusual skin condition called scleroderma, in which the skin becomes thickened and hard. Usually the disease begins on the hands and spreads to the trunk and finally to the legs. The report made early in 1928 indicated some relationship between this disease, of which the cause is not definitely known, and a disease involving the suprarenal glands. The majority of investigators are inclined to think that some generalized toxic condition is responsible for the whole process and that it is this which injures the glands and causes the symptoms to appear secondarily. During 1928 attention continued to be given to vitamins, particularly to the discovery that vitamin B is probably two vitamins rather than one, and that absence of one

ultraviolet rays are apparently secureable through the taking of cod liver oil; through the use of concentrated tablets made from cod liver oil; through the use of irradiated ergosterol, which represents concentrated vitamin D, and finally through the use of food substances which have been irradiated and in this way supply vitamin D to the human being.

All of these things are still being used in an experimental way and time will be required to show which of the methods are to be adopted as routine in order to supply the human body with the proper amount of ultraviolet rays or vitamin D.

Substitutes for Insulin.
During the year attempts have been made to secure substitutes for insulin, the preparation that is life-saving for the diabetic, with the idea that these substitutes could be taken by mouth, whereas insulin must be used by injection. Two substitutes have thus far been proposed called synthalin and mytilin, but neither of the preparations has been prepared in sufficiently pure form or sufficiently active to warrant recommendation as insulin substitutes.

Numerous meetings were held by societies and investigators especially interested in the control of cancer. These meetings served to direct attention to the fact that progress in the control of cancer is exceedingly slow and that scientific investigations have not done much as yet to establish definitely the cause of the disease or any certain method of control.

The advice therefore must still be given that the one method for elimination is early diagnosis and prompt removal with the possible assistance of radium or of the X-ray to control recurrences of growth. More and more leaders in medicine are inclined to credit the work of Dr. Maud Slye, which indicates the importance of the heredity factor in cancer.

Control of Tuberculosis.
Much attention was given by physicians during the year to the use of the BCG or Calmette-Guerin vaccine made from living organisms for the control of tuberculosis. It is generally known that practically every child has tuberculosis before it is eight years old and that a certain amount of immunity to disease develops as it grows older. It was the idea of Prof. Calmette that infants might be inoculated with vaccine of living germs and in this manner receive a controlled case of the disease which would serve to protect it against a serious infection. The majority of the evidence thus far accumulated is opposed to the method as a permanent routine control of tuberculosis.

A significant event of the year was the death of the investigator, Hideyo Noguchi from yellow fever while he was studying the cause and prevention of the disease on the Gold Coast of Africa. Through these investigations it was found possible to transmit yellow fever to a certain form of African monkey, thus making it unnecessary hereafter to carry on dangerous experiments for the study and control of this disease.

Extract of Liver Perfected.
During the year the extract of liver used for the treatment of pernicious anemia was perfected so that it is now satisfactorily

available. Investigators in the University of Wisconsin found that the ash derived from the liver extract contained copper and that copper is a substance of the greatest importance in relationship to the formation of blood in the human body. Heretofore, it has been the general belief that iron was the chief mineral salt of importance in this connection.

For many years a certain joke has been current in medicine. The professor asked the student, "What are the functions of the spleen?" The student answers, "I know them, professor, but I have forgotten." Whereupon the professor exclaims in dismay, "God heavens, you were the only man who knew and you have forgotten." Within the present year research on the spleen has culminated in evidence that this organ is intimately associated with maintaining a balance of substances in the circulation of the blood.

This concerns not only with the fluid content but also the blood cell content of the circulating blood. Apparently the nervous system sends evidence to the spleen of the demand that is being made on the system and the spleen responds with the increased material.

Heredity and Blood Tests.
Work on the blood indicates the possibility of determining eventually the parentage and heredity of any child by blood examination. This test is dependent on the fact that there occur in the blood various substances which are responsible for reactions in the matter of agglutination or dissolution of red blood cells. Of course, reaction of the blood of one person on the blood of others fixes him definitely in a certain group. This grouping is apparently hereditary.

The peculiar fanatics who insist that cancer is the result of cooking in aluminum utensils were answered by a series of investigations made in New York, which proved that there is no scientific evidence of any chronic poisoning taking place from food cooked in aluminum utensils; that copper, zinc, manganese, iron, aluminum, nickel and cobalt are commonly found in plant and sea foods and are generally present in the human body.

Many foreign countries continue to announce birth rates lower than ever before. At the same time infant mortality rates and death rates in general have been lowered so that problems of population continue to disturb serious economists and sociologists.

Use of X-ray Extended.
Injection methods have been developed whereby it is possible to put oil containing iodine into various tissues and then by the use of the X-ray to make these tissues visible. Almost every portion of the human body is thus made accessible to the physician's gaze. Moreover investigators in St. Louis have developed a dye substance which may be injected into the blood and localized in the gall bladder, permitting visibility of that organ by use of the X-ray.

Numerous serums and vaccinations have been developed for pneumonia, but thus far not one of them is established as having the same specific virtue in that disease that diphtheria antitoxin has, for example, in diphtheria.

For the control of epilepsy a diet known as the ketogenic diet has

BRIDGE HANDICAPS.

WOULD MAKE FOR MORE LEVEL GAMES.

(By R. W. Hallows.)

The handicap system is used in almost every game and sport except bridge. There is no reason why this excellent card game should not be improved and made more sociable by giving starts to weaker players.

Certain fortunate people are gifted with what is known as the card mind.

They have not the slightest difficulty in remembering how each card falls in every trick in a game of bridge; they can gauge the value of a hand after an instant's inspection, and they have the happy knack of divining rapidly just what is held by their partners or their opponents.

It is such people who become first-rate players, making the utmost of a good hand by their skillful calling and their subtle play, and losing only the minimum number of points on a bad one. Bridge players less gifted we may classify in a descending scale as good, average, moderate, poor—and rabbit.

Luck plays a certain part in bridge, as in most other games, but in the long run a player's winnings or losses will be very much in proportion to his skill. An average or moderate player is often afraid to cut into a rubber, partly from a fear that he may spoil the game for others, and partly because he feels that he must in the end be a loser himself.

It ought to be possible for some system of bridge handicaps to be devised which would enable the weaker to play with the stronger with less disadvantage. If something of the kind could be done it would be an enormous advantage from many points of view.

Not the smallest of the improvements that such a system might bring about would be that the inclusion in a rubber of one or even two less brilliant players would no longer spoil the game for experts.

One of the great charms of golf is that owing to the system of handicaps in vogue any player but an absolute rabbit (no method of handicapping can cater adequately for rabbits!) can take on any other with the feeling that whether his opponent is better, or worse than himself a reasonably good game will result. So it is with billiards and in the handicap tennis tournaments, and with polo, which is the best example.

Something on the same lines might possibly be done with regard to bridge. The difficulty is to decide what form the handicaps are to take. Scoring values could hardly be assessed by tricks, since three tricks may make a game, and this small number allows insufficient scope. Probably if a handicap system could be evolved it would have to be based upon scoring above the line.

Obviously the rubber would form the most satisfactory basis for handicapping. We might, for example, value the first-rate player at 150, the good at 100, the average at 75, the moderate at 40, and the poor at 0. These of course are wide figures and individual handicaps would be much closer. When four players had cut in for a rubber the handicaps of each pair of partners would be added together and the lesser total subtracted from the greater.

been found which raises the amount of ketone substances in the blood and thereby lowers to a considerable extent the number of convulsions.

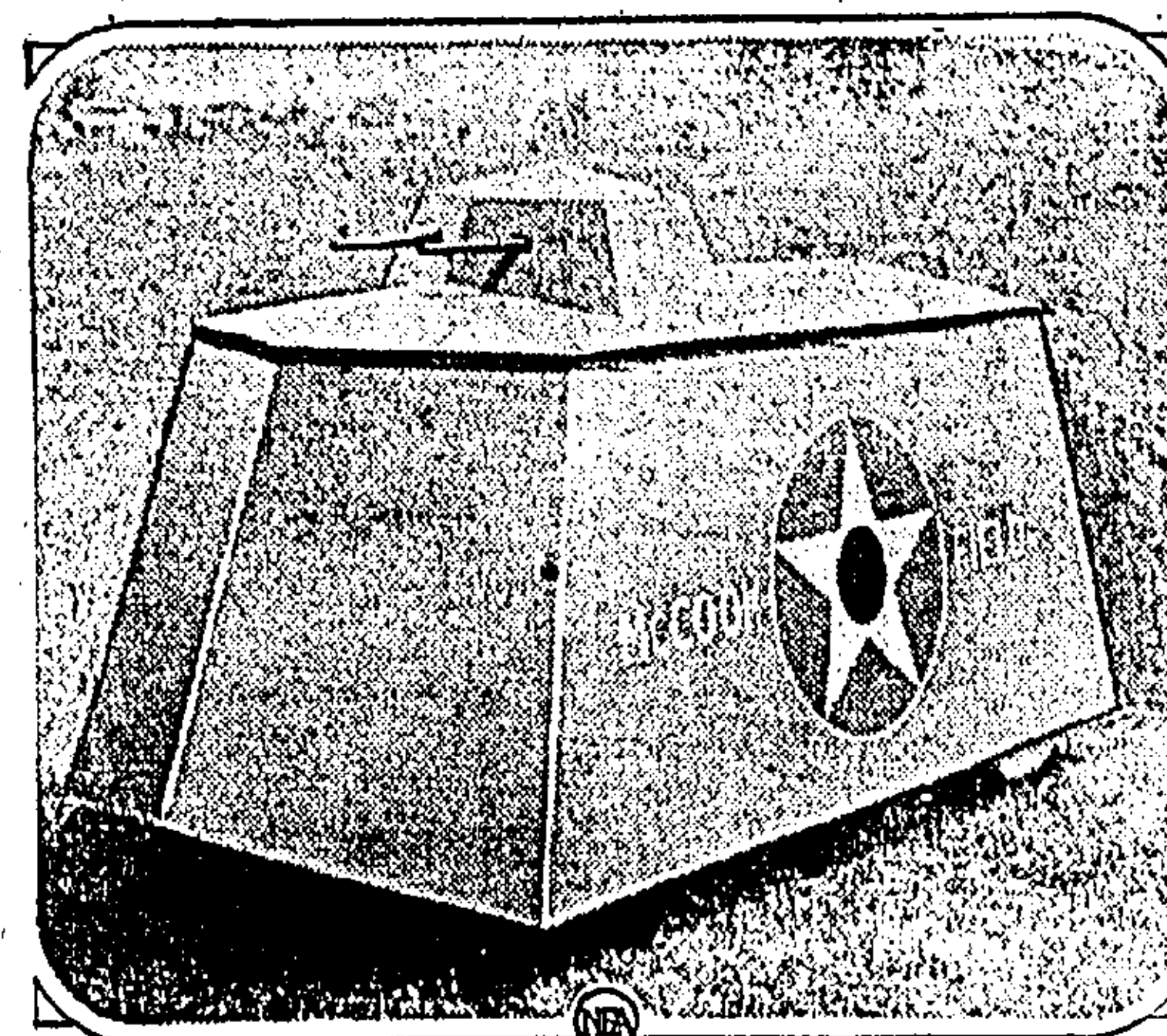
Amazing Operations.

The technique of surgery has been so completely developed that it is now possible to operate with greater ease on such structures as the brain and the heart. A device was developed whereby the blood vessels of the brain are sealed through the action of electricity and thus more extensive operations can be performed. Indeed, one investigator has removed more than half of the cerebrum in the front portion of the brain with recovery of the patient.

Methods are developing for studying vast numbers of children or adults at any given time in order to determine the percentage of various diseases and the cause. Special attention has been paid to the problems of health associated with dress. The eminent physiologist, Leonard Hill, advocates looser clothing and lighter clothing for men. A famous German physiologist advocates more frequent changes of garments for women, since the decrease in the number of garments makes the one-piece dress constantly soiled by contact with the body.

Tremendous reactions against too stringent diet have developed, and it is now believed that there is an optimum weight for health for each individual.

TANK OPERATED BY 'PLANE.



This experimental car, resembling a war tank, has been operated by wireless by an aviator 2,000 feet overhead. Even the guns were fired by radio.

Dayton, Dec. 28.—Successful experiments have been made at McCook field in operating an experimental war tank by radio from an airplane 2,000 feet or more above the field.

The controls on the car are moved by radio impulses sent out by the airplane pilot. The car starts, stops, turns to the right or left, blows a horn and fires guns mounted on it at the will of the pilot hovering above.

In previous experiments the car was operated from another automobile or from a station on the ground. The recent experiments were the first in which the car was controlled from an airplane. It was necessary to throw a white sheet over the car when it

The remainder would then be credited above the line to the weaker pair before play began.

A scheme of bridge handicaps, either in the form outlined or in some modification of it, might be worth a trial in clubs or in home circles where several players of different degrees of skill frequently meet.

Whatever is done, the difficult position of the poor player will always remain, though it may be alleviated to a great extent. It might, though, be possible to meet him rather more than halfway by taking a leaf from the book of croquet or golf. Could we not allow him a bisque trick? He has declared, we will imagine, three or four trumps on an absolute "settee." By sheer luck of skill he makes but two. The scorer's pencil is just about to descend upon the pad recording points against him when he claims his bisque of one and gets home. Something might be done even for the rabbit if we allowed him one revoke per rubber without penalty.

Bridge is without a doubt the greatest card game that the fertile brain of man has ever yet devised. Only a superlative game could have ousted so thoroughly the whisk of our forefathers. It might be brought a step nearer perfection by working out some method whereby players of different calibre can meet upon terms of greater equality.



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Midseason Modes

Thoughts Turn to Early Spring Planning
For the Wardrobe, But Winter Lingers
So the Rule Is, "Stick to Sports Clothes"



Patou Achieves a Modernistic Note
In This Rodier Fabric Sports Suit
Whose Plaid Shirt and Jumper Are Topped
By a Cardigan Jacket Sweater of Wool

THE straight line is the safest distance between two extreme points of fashion, and a wise one for every woman to follow until French couturiers have actually made up their minds about certain important issues for spring.

It is, in fact, a wise woman who keeps to sport clothes and simple lines for her midseason buying, and thus maintaining strict neutrality on all debatable policies.

For the straight-line outfit of today is not stiff, nor has it any of the monotony of the old tube costume. Instead it has a full, easy skirt, a jumper, and usually a straight-line coat, long or short. In a class by itself, it conforms to the prevailing mode only in its smart touches, its length of skirt, and its general feeling.

Paris has done marvelous things with the blouse and skirt idea, and made a most all-around type of costume from it—an outfit that may be worn any time of the day until six o'clock in the evening with propriety.

The straight-line costume does not call for youth, but it does demand a youthful figure to achieve its best expression. For the mature figure, a circular cut that allows more grace and freedom is infinitely preferable.

PREMET has sounded a very practical note in his sport-ensemble shown in the center of the page. This consists of a dress of white crepe de chine, the skirt finely pleated and the jumper entrusted in bands of crepe shading from delicate orchid to deep violet. The straight-line wrap carries out the idea with a real inspiration, for it is made of velvet in violet tone, lined with white kasha.

Another ensemble that looks forward eagerly to the spring is the Lelong sport ensemble of the upper right. This is of green and white woolen material, and has a long coat in plain green. Here much attention has been given to becomingness, and the line is one that is adaptable to almost any figure.

Pleats give movement and comfort to the skirt, and a scarf may be adjusted to the throat in any one of a dozen ways. A tiny green suede belt outlines the fairly low waistline. The green hat exactly matches the coat, and has a band of velvet about the perfectly fitting crown.

PATOU uses Rodier fabric most effectively in his sport frock with the cardigan sweater jacket, shown at the upper left. The skirt is developed in a wide plaid in shades of brown and tan, and the jersey and the cardigan are in a knitted beige wool. Points of the plaid adorn the jumper, giving it a slightly modernistic feeling, and a row of buttons adds chic. The scarf is of silk, matching the beige in the cardigan, with large blocks of plain brown silk, embroidered in tan.

Paris is fond of wool, and uses it to excellent advantage. It comes today in such light weight quality and is so soft in texture that many women consider it much smarter for sport wear than silk. Certainly, wool will be more popular this spring and summer than ever before.

Jenny, always original and always to be depended upon, has developed the very smart outfit in silk tricot shown at the bottom of the page. This costume is in harmonizing shades of brown grading from a creamy beige to dark brown. The skirt shows an interesting combination of large and fine pleats, the large ones being placed directly in front.

The pull-on blouse is simple as to line, but intricately em-



White Crepe de Chine
Fashions an Ensemble
By Premet. The Skirt
Is Very Finely Pleated.
Bands of Crepe Adorning
The Unusual Jumper.

broided with waves and a sailboat, surrounded by fluttering gulls. The embroidery is done in beige, rust red and maroon, as is the silk scarf with its diagonal stripes.

IN selecting a mid-season outfit for evening, it is well to be original, for the popular modes of the season have usually been so overdone that the wise woman tries to create a somewhat different picture.

For such requirements Chantal's very odd evening gown at the lower right is just the thing. The slip is made of gray georgette on which are placed deep volants of gray and old red moire.

The blouse is cut with a bolero top and is formed of a wide fold of the moire. The wrap is most glamorous—of red moire lined with gray velvet and banded with gray fox.

The newest of French footwear shows a restraint as to line and cut but originality in combination of materials. A typical afternoon pump is of brown satin combined with brown kid, and ever so delicately outlined with gold kid.

For street wear, the same designer makes the stunning oxford shown above left. These are of brown box, banded with brown kid and trimmed with tiny circles of the snakeskin.

The oxford bids fair to be very popular this spring, though apparently, nothing can challenge the position of the one-strap pump.

"Modernistic" is an apt adjective to use in describing the spring sports mode. In it, effect is never sacrificed to prettiness. It's a far cry from the lace edgings and rufflings and shirrings of not so long ago to the geometric, often almost bizarre effects achieved by line and angle of inset and contrasting material. "Filly" raiment will be out of the sports picture in the midseason styles.



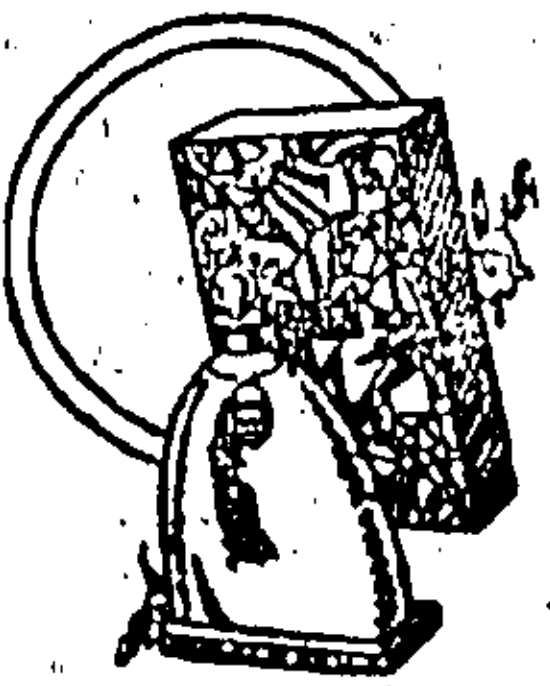
Lelong Uses Wool
For This Ensemble
In Green and White
With a Green Coat
And Green Hat
To Give Unity



An Evening Frock
From Chantal
Has a Gray Slip
On Which Are
Deep Volants
Of Gray and Red

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That Range
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To Beige

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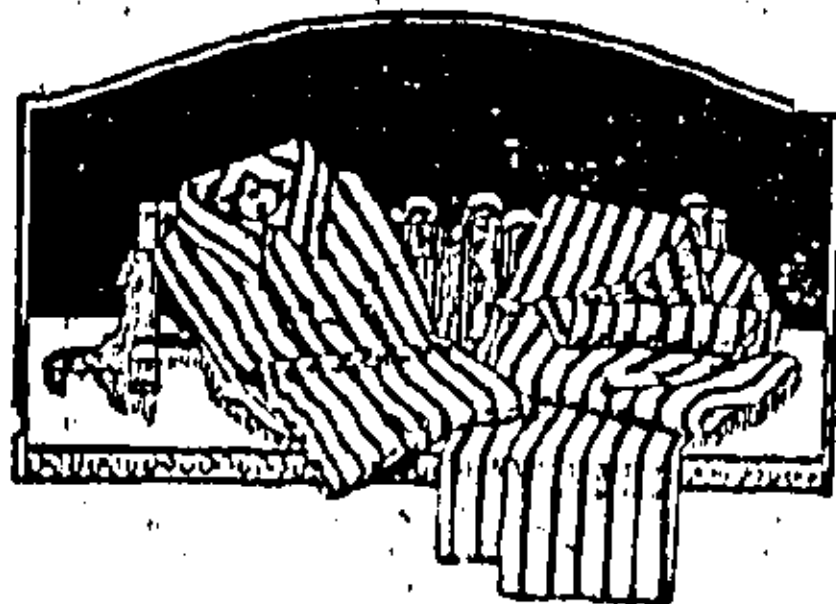
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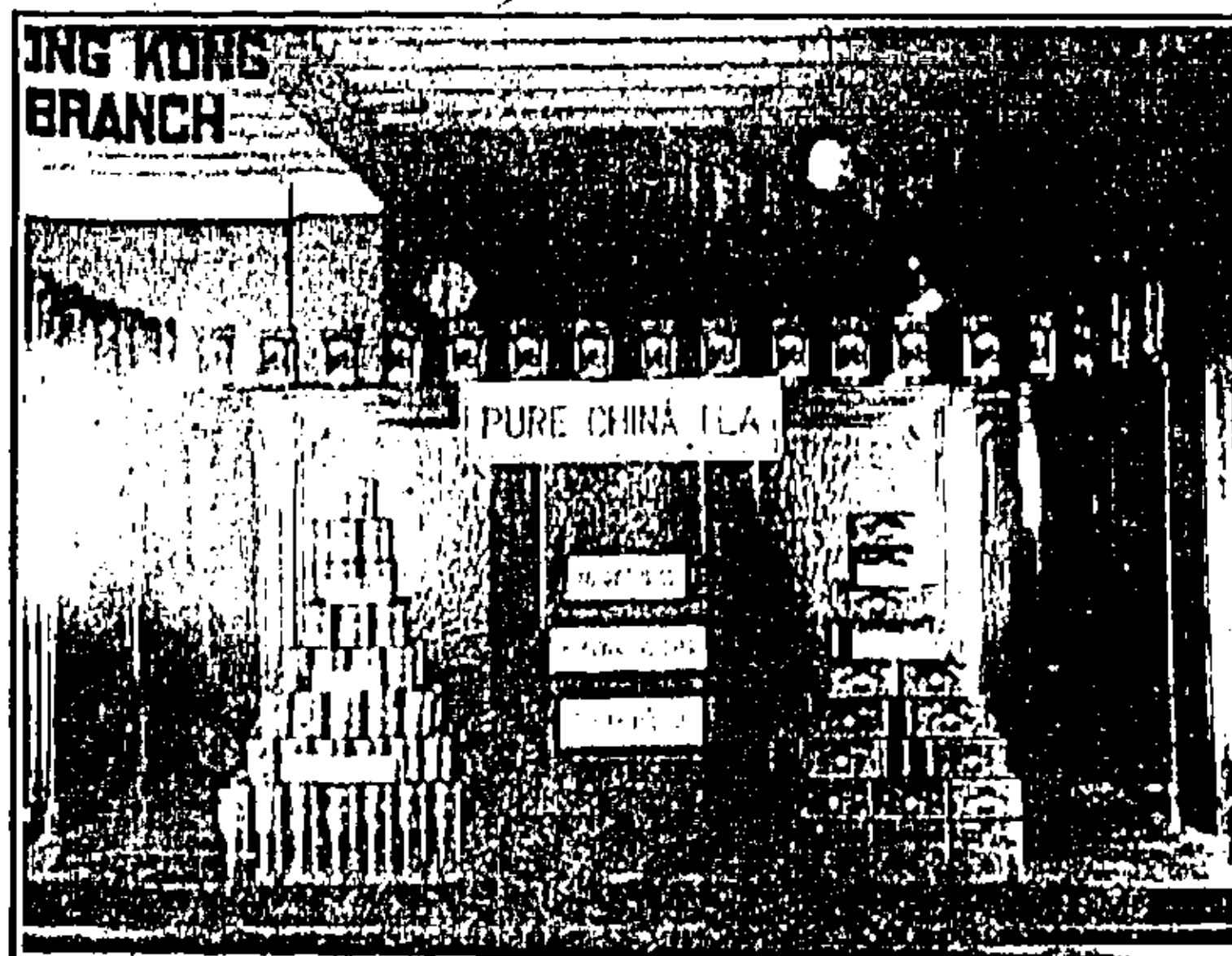
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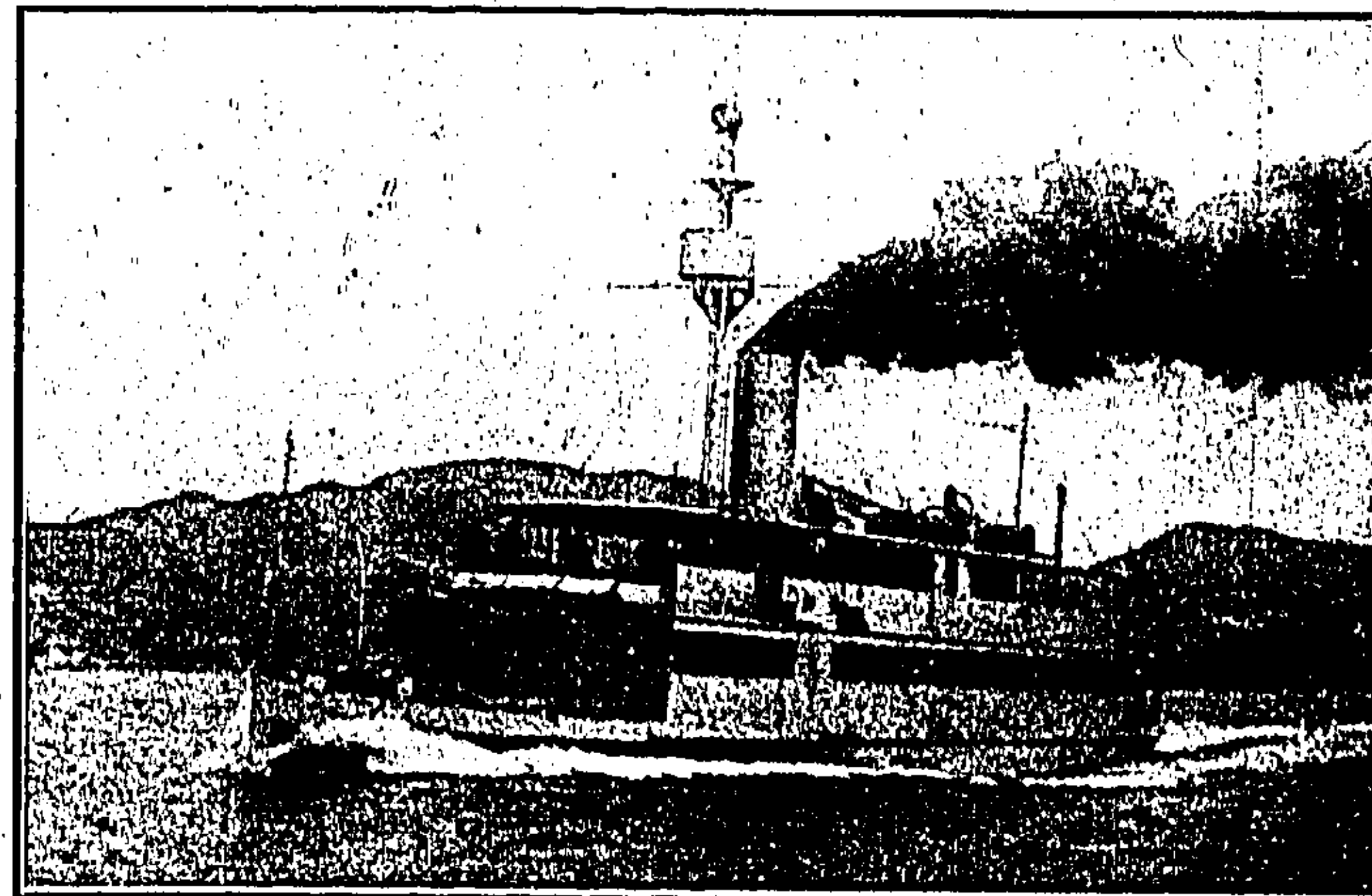
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Photograph taken outside the new Alice Memorial Hospital which was opened last week by H.E. the Governor. (Photo: Mee Cheung).



The new Canton gunboat, "Kien Yu," built by Messrs. W. S. Bailey and Co., Ltd., undergoing her steam trials in Kowloon Bay, last week. (Photo: A Leung).



The opening ceremony of the Pak Tai (God of North) Temple, Wanchai, was recently performed by Mr. R. A. C. North, the Assistant Secretary for Chinese Affairs. (Photo: Yim Fong).



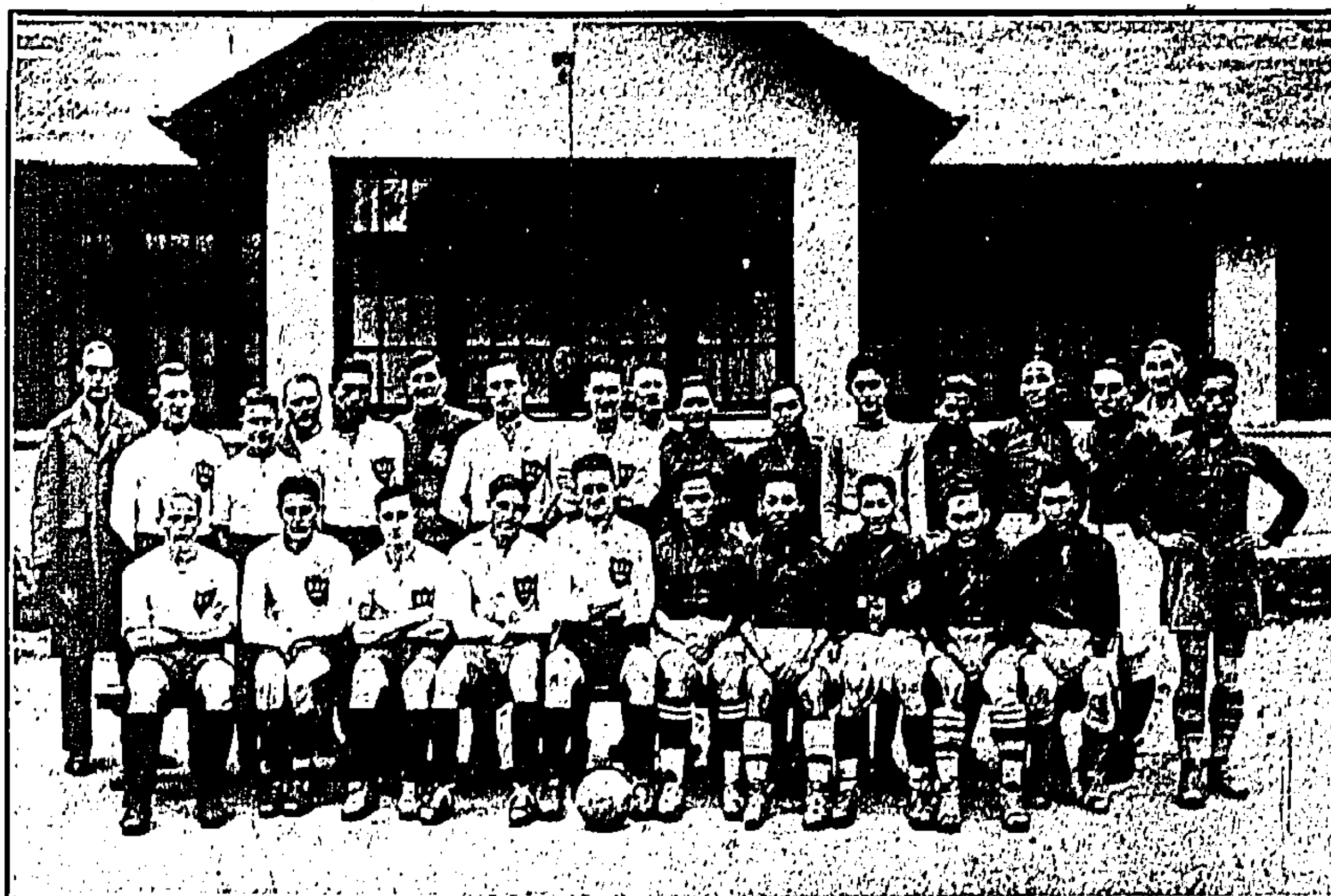
Picturesque photograph taken on the Shing Mun river, at Sha-tin, near to the spot where the river enters the sea.



A fine snapshot taken during the paper hunt at Shanghai last week. The rider is Mr. H. Maitland, on Coppermine.



Photograph taken at a dinner held at the Cafe Alexandra by the 1st Batt. Bedfordshire and Hertfordshire Regiment's regimental branch of the S. G. of St. George. A large number of members and guests were present. (Photo: Ming Yuen).

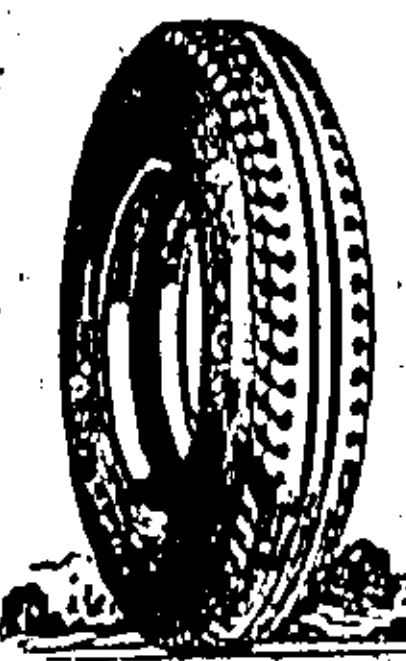


On Wednesday afternoon the visiting Shanghai Interport football team played the Chinese, defeating them by five goals to three. The above photograph was taken just before the match. (Photo: Ming Yuen).



Our photograph shows Turkish schoolboys marching in procession through Constantinople at a demonstration in favour of the new alphabet. Some are carrying posters and banners with slogans inscribed in the Latin characters. (Times copy-right).

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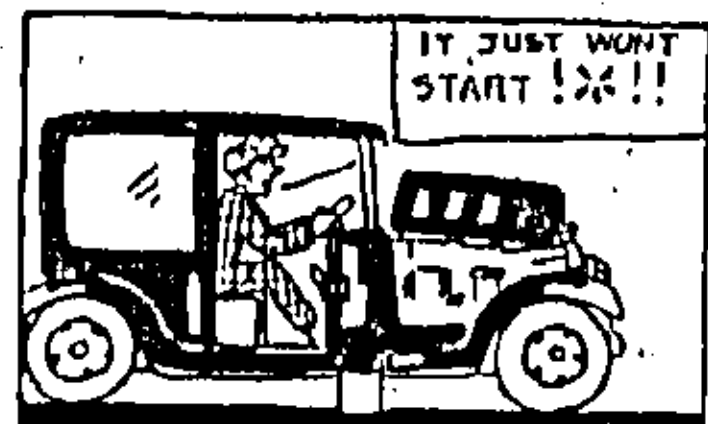
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ALBERT L. CLOUGH

PUMP-PRESSURE GASOLINE FEED.

The use of the Vacuum-Tank as the immediate source of fuel supply to the carburetor being practically universal practice, on all cars carrying their gasoline in a rear tank, any suggestion of an alternative method of fuel feed seems rather revolutionary. However, there has lately been placed upon the market and adopted to a limited extent on cars recently put out, an entirely different method for raising gasoline from the main tank to the carburetor float chamber—the pump pressure system. This consists of a pump operated by the engine which draws gasoline from the main tank and delivers it directly to the carburetor float chamber. This pump is of the flexible diaphragm type, the diaphragm being drawn down and gasoline sucked in through a check-valve, by means of the working stroke of an arm, operated from a cam carried by the engine cam-shaft. On the return stroke, it spring forces the diaphragm back and gasoline into the carburetor if the float valve is open to admit liquid, but if the float chamber is full and no gasoline is required, the mechanical parts of the pump operate idly until there is call for fuel, when the cycle above described is repeated. The pump unit is designed to be applied directly to the crankcase, which is cut out so as to bring the pump arm into working contact with the cam. Movement of the pump mechanism starts and ceases with the engine and there is always pressure to force fuel to the carburetor, but no actual movement of fuel unless the level falls in the float chamber sufficiently to open the float-valve. This device is designed to be applicable, as factory equipment, to any type of engine the crankcase and cam-shaft of which has been prepared for its reception. In a later article the advantages claimed for this method of fuel will be referred to.

Ignition Failure Prevent Starting?



Question—Recently, the engine of my car has failed to start in the usual way and would not, do so after I had injected about a teaspoonful of gasoline into each cylinder, through the spark-plug hole. Can you help me out by telling me what is wrong?

Answer: If the cylinders did not fire, for a time at least, after you primed them as you describe, it looks very much as if there was no spark at the plugs, unless perhaps you had already flooded the cylinders with gasoline, by cranking the engine for a long time, with the choke closed. You better find out if the plugs spark, by removing one of them, laying it on top of the block, re-attaching its cable and watching it, while you turn the engine over by the starter. If it does not, there may be something wrong with the ignition-system that you will have to have correct or it may be only that the starter takes so much current from the battery that there is not enough voltage to produce sparks. Perhaps you can get your engine going by priming each cylinder and then cranking it by hand (not by the starter) thus giving the ignition system the benefit of the full battery voltage. If you cannot get a spark from a plug outside of its cylinder, have the ignition system inspected.

NO BALLBOARDS.

The Territory of Hawaii has realized the value of its natural scenery as a lure to motorists and vacationists and, consequently, has barred the erection of billboards. There is not one in the territory.

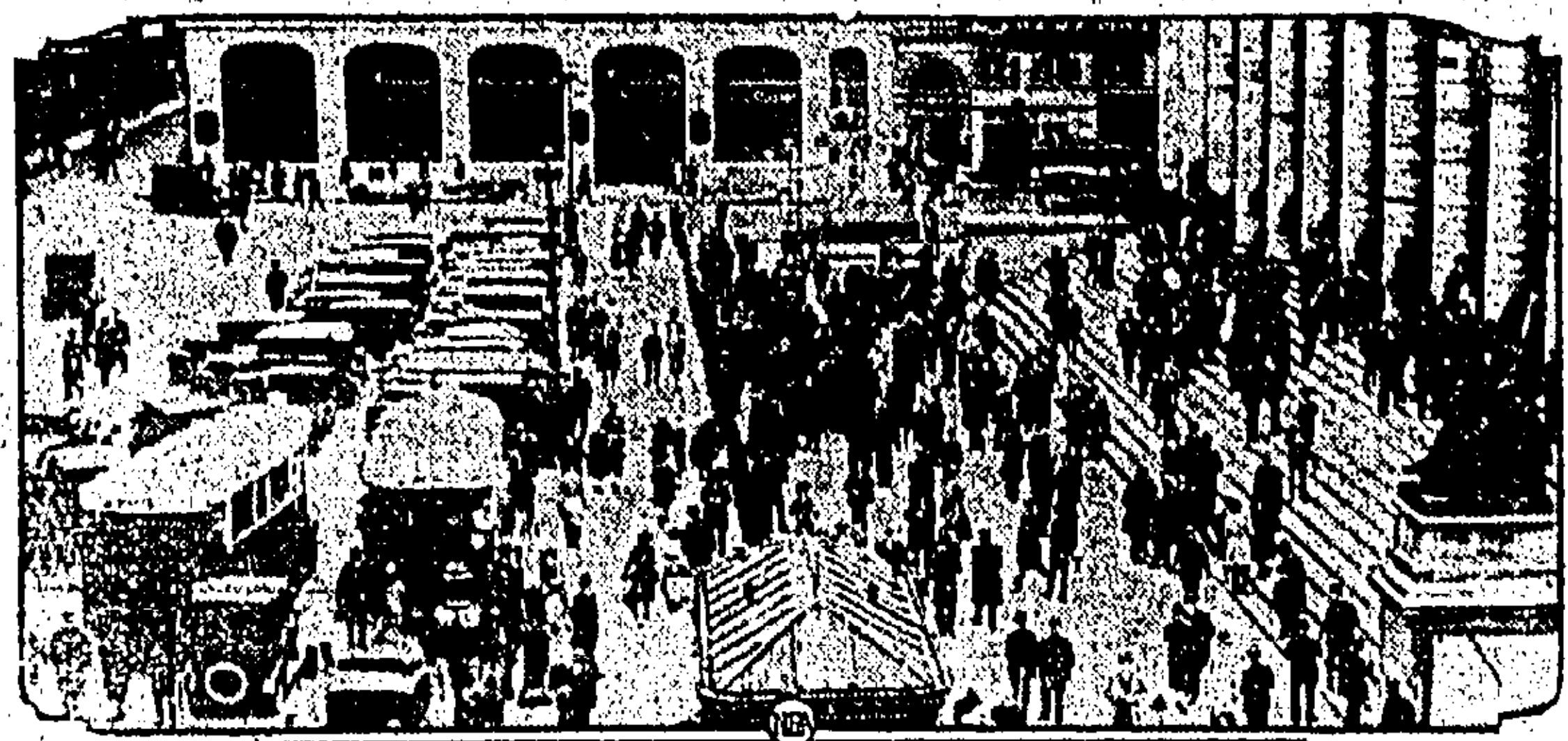
BEACH OF A ROAD.

An eighty mile stretch of the highway uniting Rio de Janeiro, Brazil, and Montevideo, Uruguay, is a beach along the ocean. The natural road, however, can be used only at low tide.

HIGHEST CLIMB.

The highest motor road in the United States is on Pike's Peak, in Colorado. It is 14,109 feet above sea level.

PARIS TO HAVE UNDERGROUND GARAGE.



Underneath the large open square that is the Place de la Bourse, in front of the stock exchange in Paris, the automobiles that now clutter up traffic in that district will find plenty of parking space soon. An underground garage, extending for six floors under the street, will be built for the accommodation of automobiles. The cars will be raised and lowered by means of a lift in the centre.

FORD FEATURES.

No. 12.—The Axles.

The front axle of the Ford Model A is unusually strong. Both axle and steering knuckles are made of chrome alloy forgings. As the knuckles are supported on roller thrust bearings, carrying the weight of the car, it steers easily.

Front radius rods are of heavy steel tubing welded into one piece with a ball joint riding in a socket at the bottom of the clutch housing. This socket is lubricated through a felt washer in the housing, fed by waste oil from the transmission case.

There are no malleable castings in the new rear axle housing, which is made entirely of steel. Ball forgings welded to seamless steel

tubing make up the housing, and the latter is bolted to an all-steel differential housing of rolled steel, welded to the steel forging which carries the torque tube.

The rear axle is of the "three-quarters" floating type—the "dead weight" of the car is carried directly on the axle housings instead of on the axle shafts—as in the "semi-floating" construction.

The convention spring suspension, both front and rear, is such that the weight of the car is carried under the frame, that being the location of the springs. On the Model A the location of the spring perches or shackles, where the weight of the car is transmitted to the axle, is much closer to the hub, thereby greatly reducing stress on the axle.

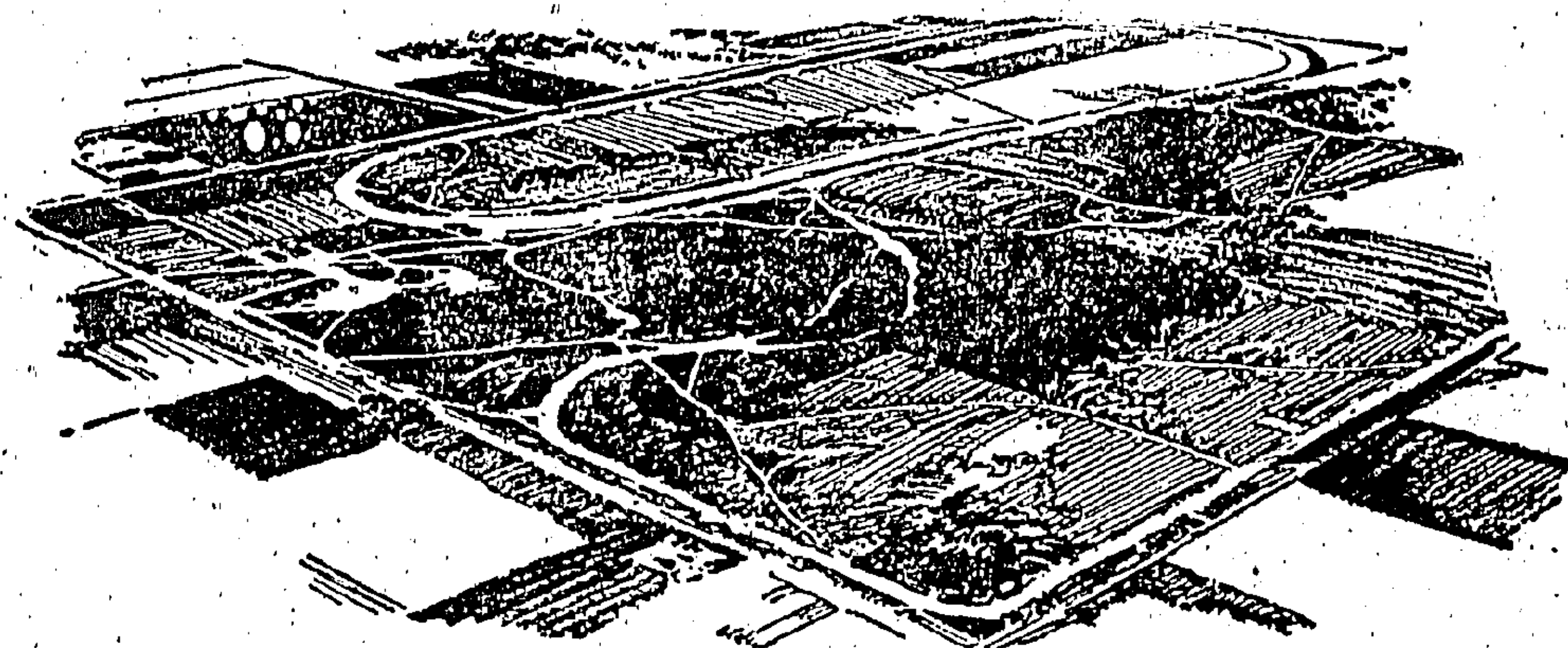
In the rear axle dual taper roller bearings are used to support the pinion which is adjustable. This arrangement also

takes care of the thrust on driving as well as coasting.

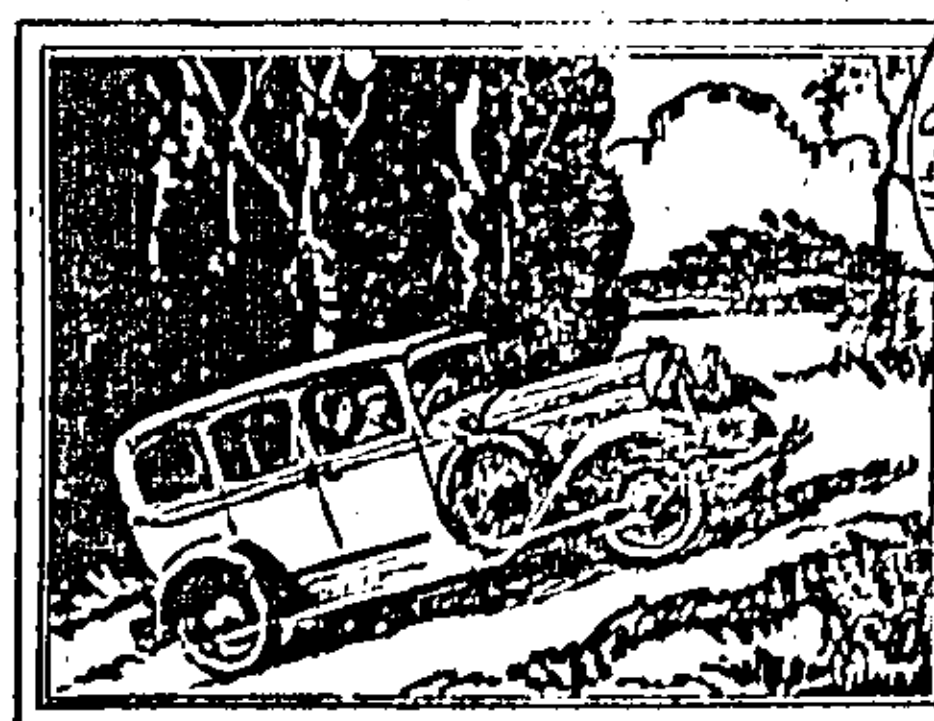
The differential bearings are of the taper roller bearing type. The housings where the bearings are mounted are machined with such accuracy that they require no adjustment. This, of course, is of considerable advantage in servicing rear axles. The bearing at the hub is of the spiral roller type. The portion of the axle housing and the hub where the rollers are running are all hardened and ground to insure long life.

Specially constructed leather oil seals are located at the outer end of the axle shaft as well as on the hub. This insures double safety against oil leaks.

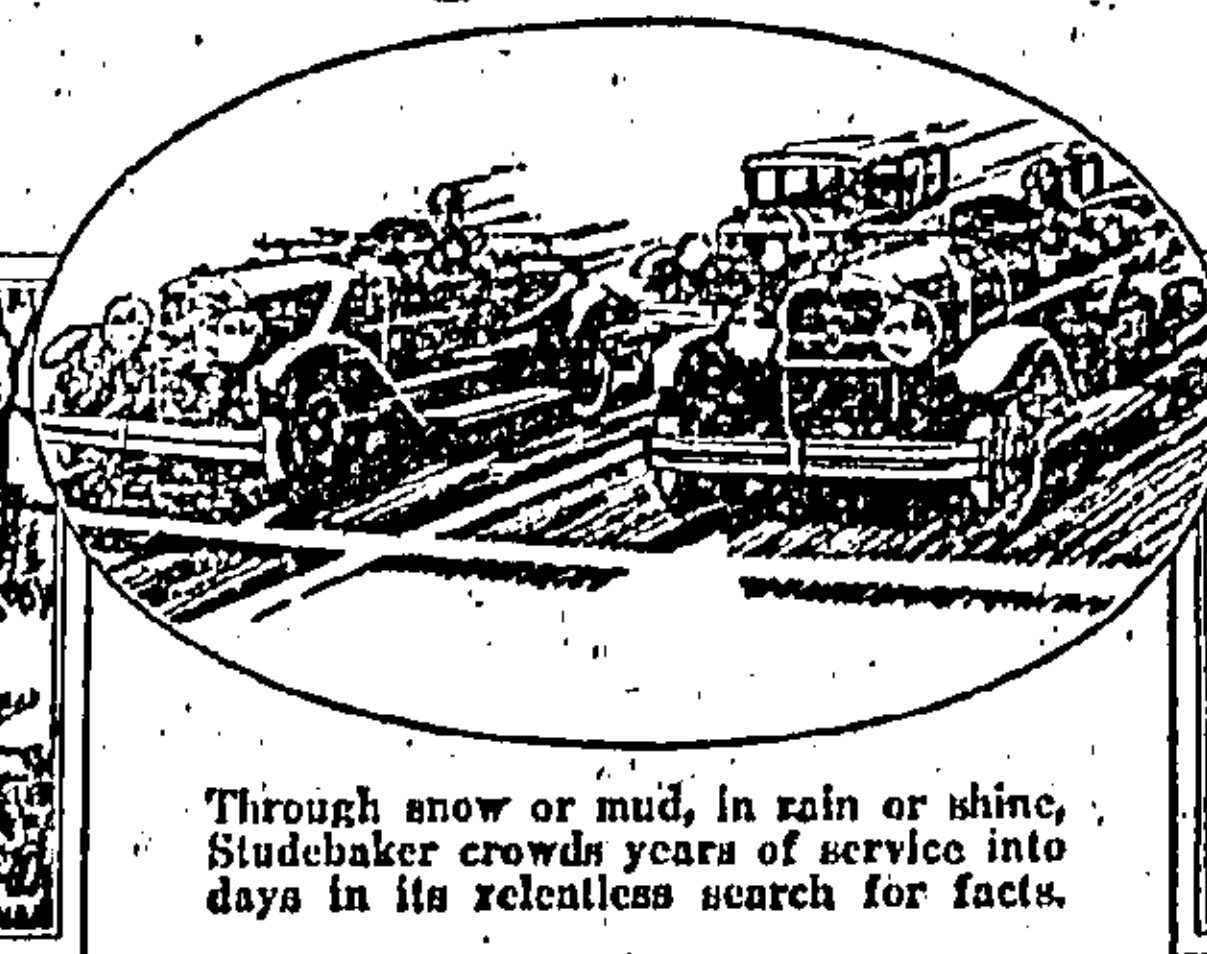
More than 10,000 persons visited the Studebaker factories at South Bend, Indiana, last year. During July and August the visitors ran over 300 a day.



Studebaker conducts 1,500,000 miles of road testing during one year!



Through snow or mud, in rain or shine, Studebaker crowds years of service into days in its relentless search for facts.



STUDEBAKER'S engineering staff during 1928 drove test cars more than 1,500,000 miles! In addition, Studebaker and Erskine cars ran 224,000 miles in officially supervised speed and endurance trials.

Studebaker's 800-acre Proving Ground contains miles of private roads—steep hills, mud and sand, forest trails and smooth boulevards, even a banked speedway. Studebaker invested more than

£200,000 in this great outdoor laboratory. Here, Studebaker and Erskine cars must prove their championship performance.

Studebaker was first to adopt the new ball bearing spring shackles which double your riding comfort. But, first, Studebaker tested these friction-free shackles by 167,030 miles of road driving. Come see the results of Studebaker's engineering genius as exemplified in 28 smart, new models.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander (23,000 miles in 22,968 minutes); The Director (10,000 miles in 4,751 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices range from H.K. \$2,320 to \$6,140.

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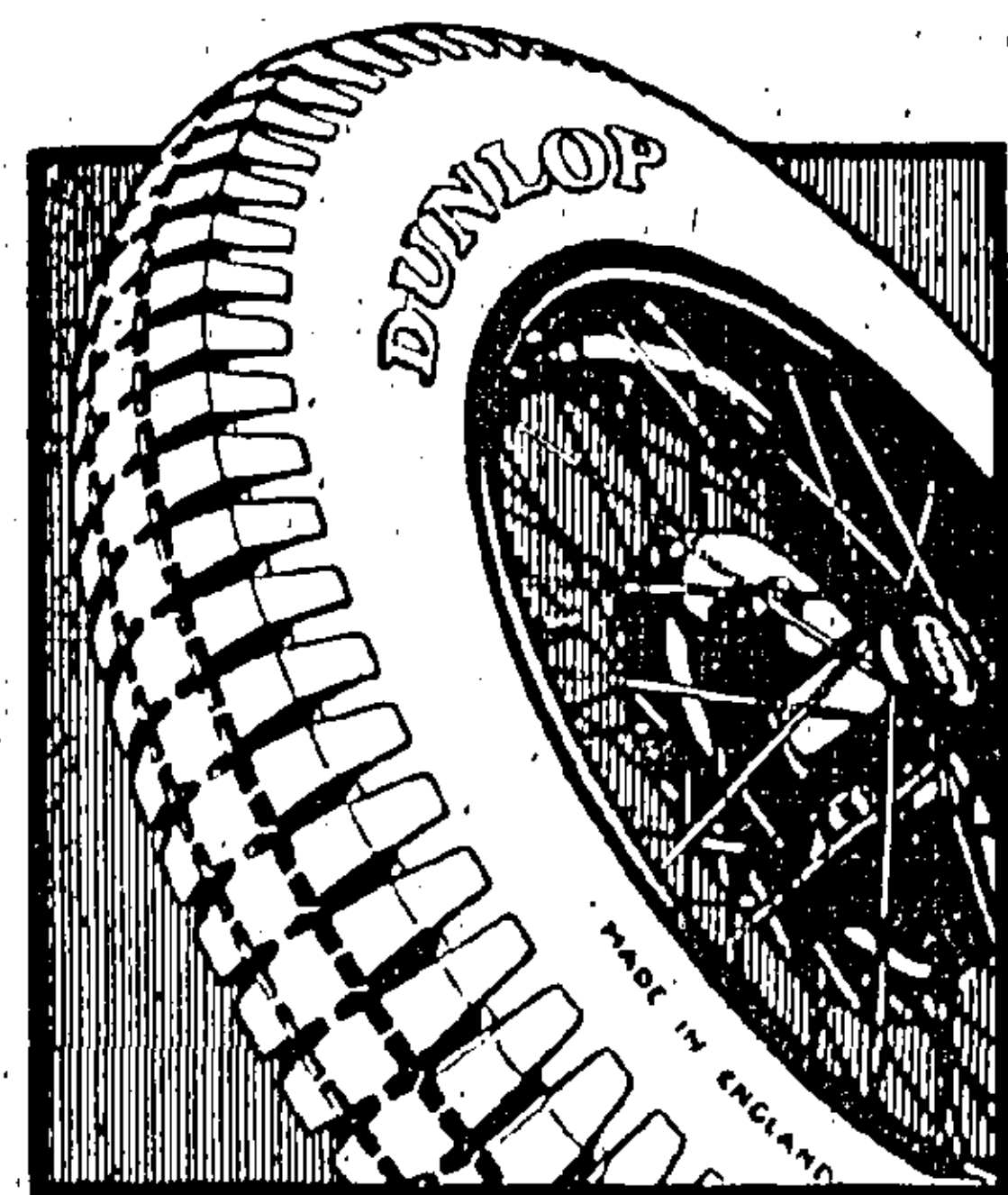
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Tel. Central 4759.

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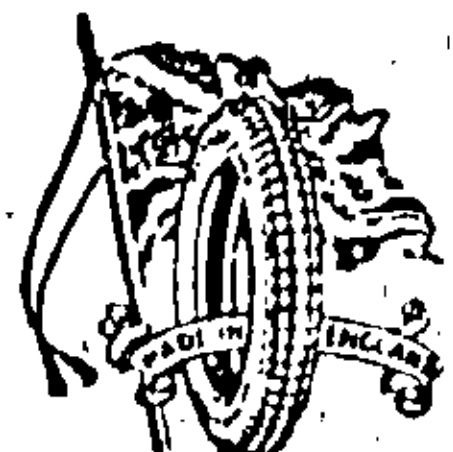
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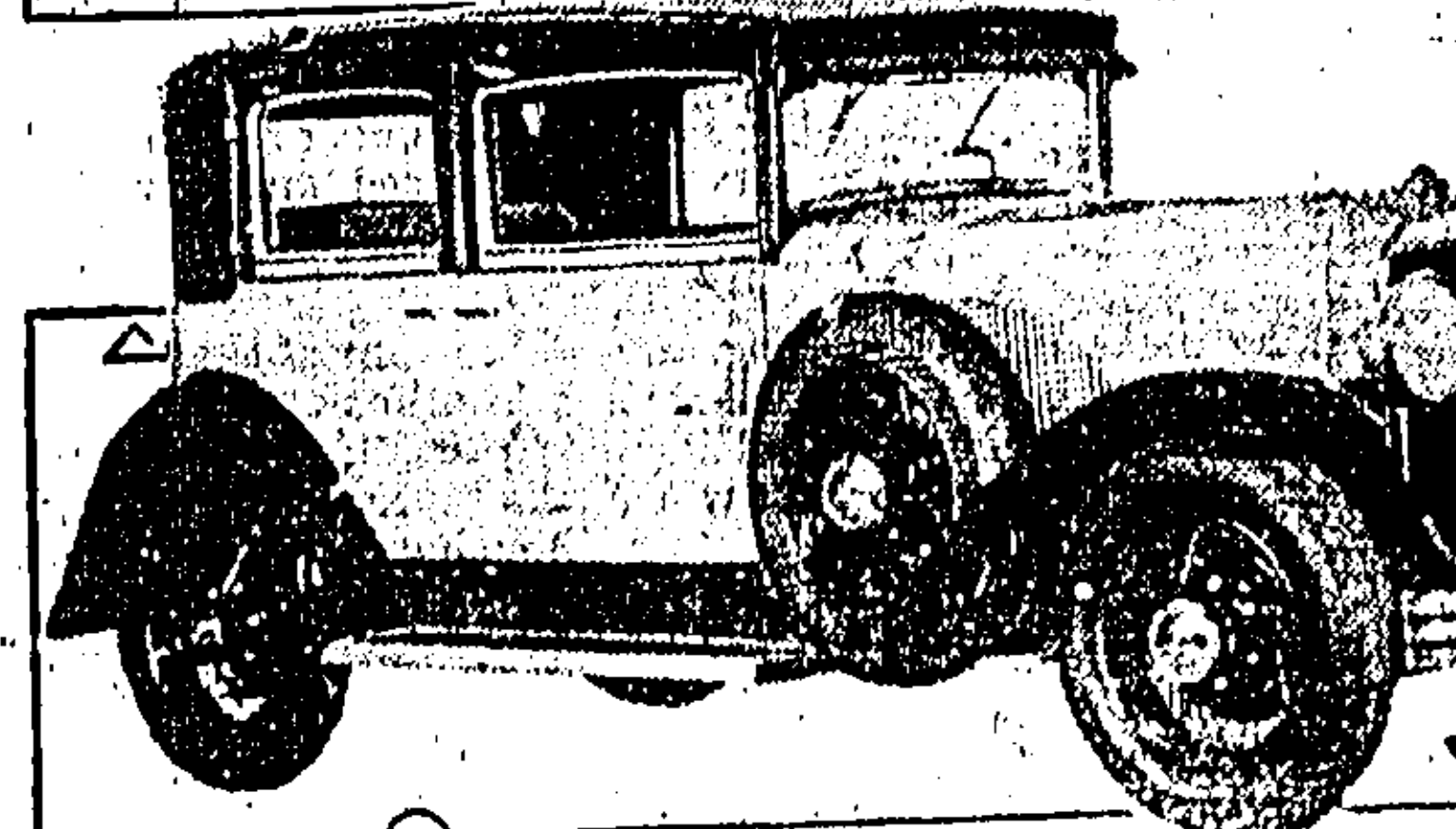
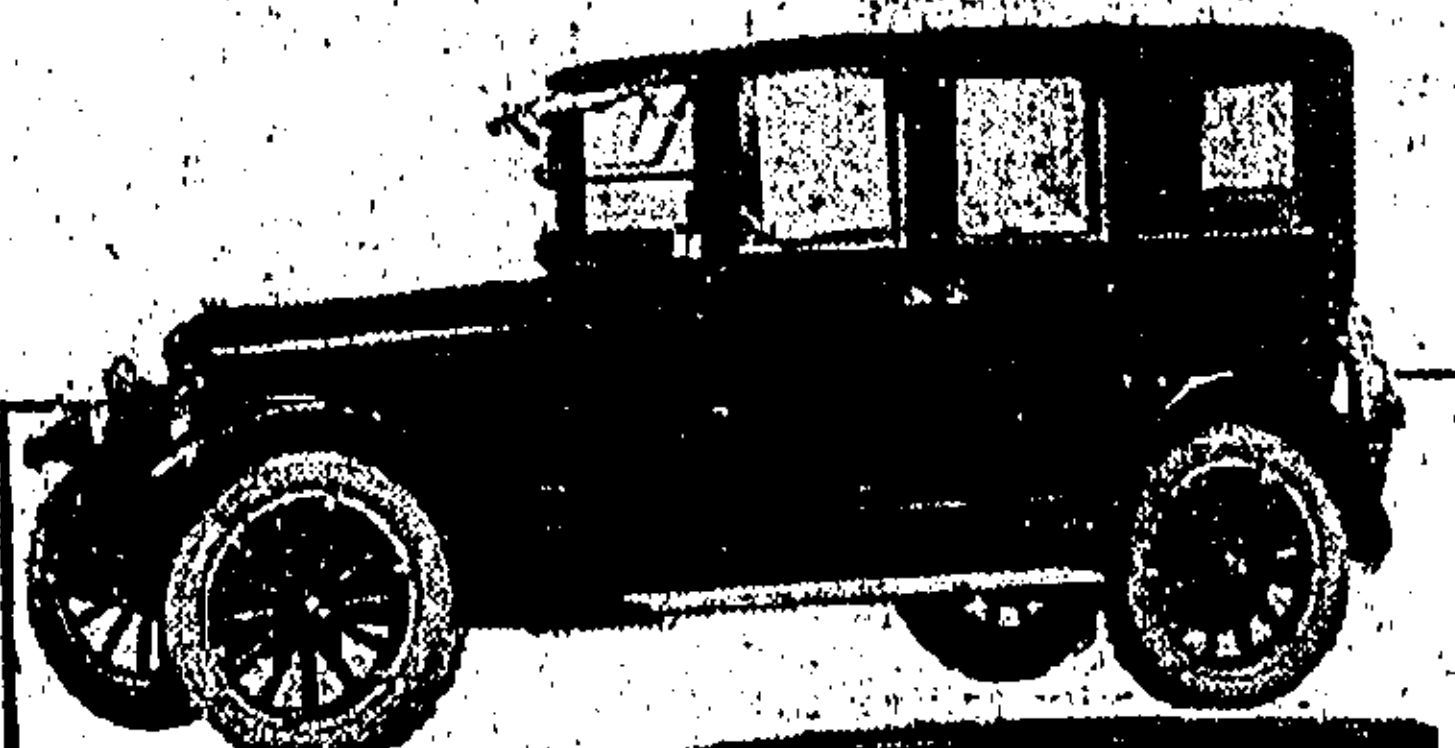
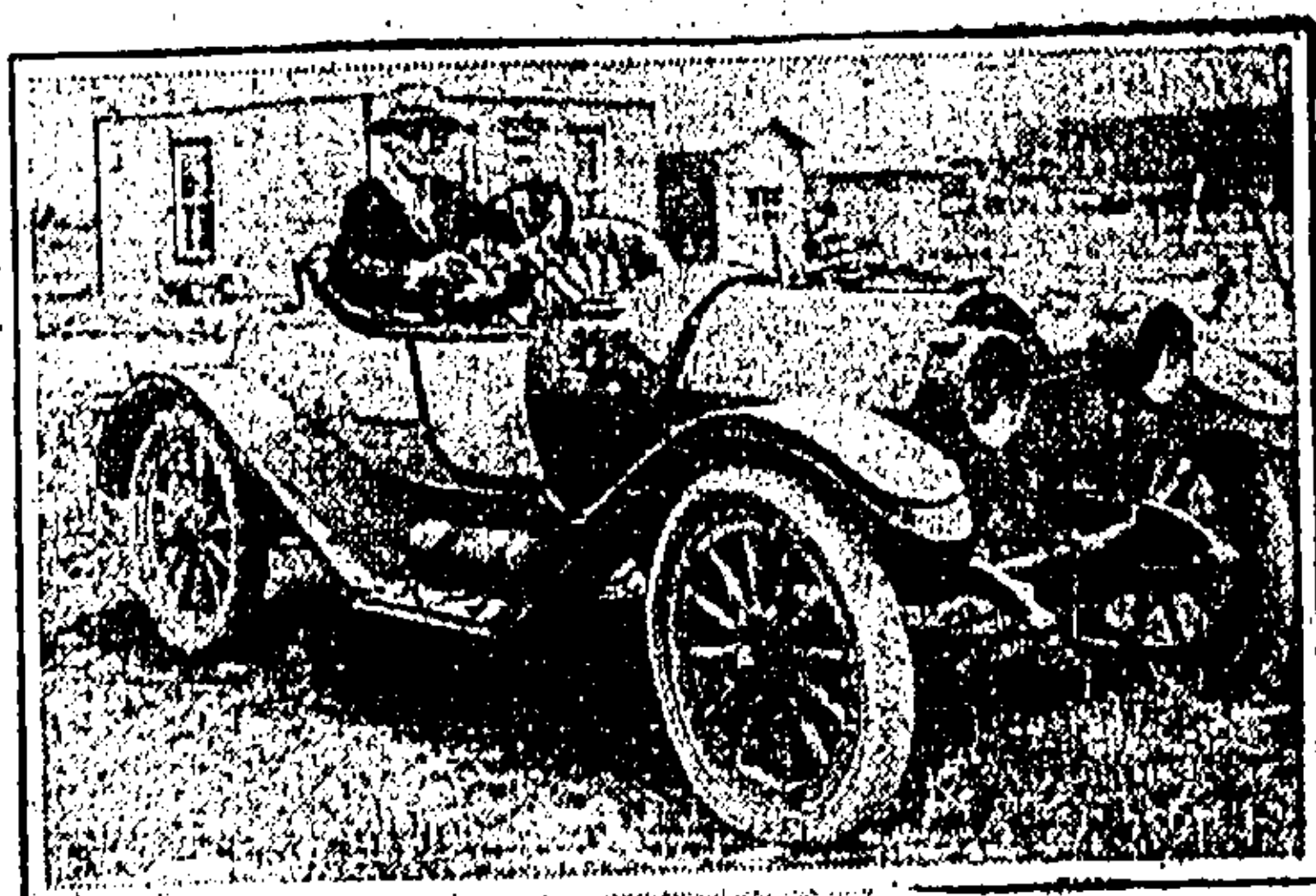
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WHAT A DIFFERENCE JUST A FEW YEARS MAKE!



These pictures tell the story of a few years' change in the automotive industry. At lower left is the new 1929 Buick and at lower right the 1925 Studebaker President Eight. Compare these latest models with their predecessors: the 1921 Studebaker at upper right and the 1922 Buick just below it. Then, to realize how fast we've grown, take a look at the 1912 Oakland at upper left.

Five years is rather a short time in the life history of a great industry, but the last five years stand out like 50 in the advancement they have brought to the automobile.

This comparatively short time has seen the automobile transformed from a mere medium of transportation to a veritable parlor on wheels. It has seen the small eight come into use, the six become more popular and the four wane in appeal to the public. It has seen the European type car come and go—tried and found wanting by a comfort-loving public.

In this short period, some 60 makes of automobiles dropped by the wayside, while only 15 new ones came into being. Of the 60 "orphans" some were replaced by

more improved models under the same names, but the great majority of them will be heard of no longer. The expansion of the industry, of the nation-wide adoption of the automobile, of the advent of the two-car and finally the three-car family, and of the widespread beneficial effect upon other industries and prosperity in general—these are so obvious that they need not be dwelt upon here. Perhaps more interesting would be a comparison of the automobile of five years ago with that of today, in order to show how far the motor car has advanced mechanically in this time.

Many Changes in Short Time. Let us review some of the high points in this comparative analysis. In the last five years we note the

general adoption of—
Four-wheel brakes.
Ballon tyres.
Pyroxylin finish.
The all-steel body.
The high compression head.
The air cleaner, fuel cleaner and oil-filter.
Bohnalite, invar strut pistons.
Rubber engine suspension.
Chromium plating.
Double-beam, fixed focus headlights.

Safety glass, single piece wind-shields.
Higher power and speed.
Longer wheelbase and lower body lines.
Full pressure lubrication.
Wider, roomier bodies.
Increased visibility, due to narrower front pillars.
Double drop frame construction for a lower body.
Cross radiation.
—and many more improvements hardly secondary to those enumerated. Everything, big enough by itself, was only a meagre part of the over-all development of the automobile.

Hard to Buy all "Extras." As a result we have today a motor car sleek, swift and safe, much easier to drive than it used to be

and far more comfortable for the passengers.
In the beginning of 1924, automobiles were sold at the factory price without the accessories that go with them today—rear-view mirror, windshield cleaner, bumpers, shock absorbers, sun visor and so on. Such additional features as oil filter, air cleaner and fuel cleaner were unknown then, while today they are integral parts of the car.

The motorist of 1924 had to buy an extra motor heat indicator which he gets today on the dashboard in front of him. He had to worry about the sudden overheating of the engine because of the lack of thermostat which is part of nearly every automobile sold today. He had to climb out behind to see how much gas he had in the fuel tank—another inconvenience eliminated by modern ingenuity.

Motor Makes Big Advance. Five years ago, the automotive engine was far from the advanced product it is today—although today's still has to go some for the best that can be obtained from it. Yet, in these short five years, the motor block has been cast in a stronger alloy, the pistons have been made of more powerful material than mere cast iron, the valves have been strengthened and arranged so that greater power, smoother performance and additional fuel economy may be gained from the motor's operation.

In addition a torsional balancer has been added to the crankshaft in order to reduce engine vibration. This main shaft, the camshaft, piston rods and wrist pins have been drilled through so that full pressure lubrication over all moving parts may be effected on the average automobile. The entire engine has been suspended on rubber and all its moving parts more finely balanced to afford much smoother operation than we experienced five years ago.

So great has been the progress in engine construction that today several of the makes of cars can be directly out of the factory at a speed up to 40 miles an hour. Less and less are dealers cautioning buyers of new cars against driving past 25 miles an hour for the first 500 or 100 miles.

Body Designers Take a Hand. Even greater, as an improvement in the 1924 automobile than the engine, is the body. Five years ago saw the beginning of a pronounced change in popularity from the touring car to the sedan. Body designers weren't ready for the change, so they merely slapped an enclosed frame over the old style of chassis and let it go at that.

Today both body and chassis designers get together and devise a motor car, not only comfortable to ride in, but pleasing to the eye. Bodies have actually been lowered, thanks to the double drop frame which permits this. The body has been widened a few inches, thanks to the all-steel body. And greater comfort has been gained inside, thanks to

the adjustable front and rear seats.

From the outside looking in, the car has gained that sleek, speedy appearance from such expedients as lengthening the wheelbase, lowering the body into the chassis, widening the body molding and carrying it the entire length of the car, lengthening at the same time lowering the windows, raising the radiator and hood to the level of the molding, rounding the top in rear and carrying it well forward, and finally reshaping the fenders and mudguards into single-piece full crowned type that become more closely a part of the body proper.

Driver Gets More Comfort. From in front, the body is made to appear just as speedy by the longer and narrower radiator and by the tendency of shaping everything in front back into the lines behind. This is quite a departure from the pudgy, tacky lines of the 1924 automobile.

Today the driver has received more attention than ever for his comfort and ease of driving. Facilities have been given him in order to relieve him of all the worries he used to have five years ago to keep the car going properly.

The adjustable steering wheel, adjustable pedals and adjustable front seat look to his comfort. The non-shatterable windshield, narrow front pillars and double windshield wiper look to his safety. And such little gadgets as an automatic choke control, motor, gasoline and oil gauges on the dash, foot-switch for headlights, a universal steering wheel button for horn, starting and lighting automatic carburetor booster, for quick acceleration help make driving so much easier than it used to be.

Add to all this the fact that prices have come down considerably, besides the fact that these prices include everything needed on the modern automobile, and we may realize how far we have advanced in five short years.

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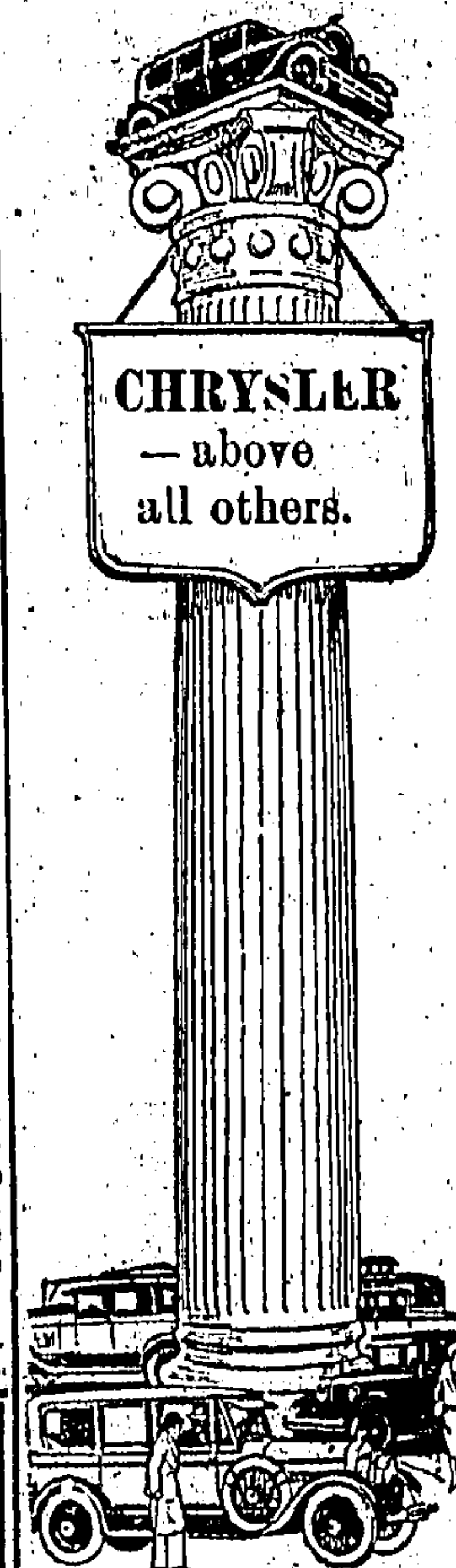
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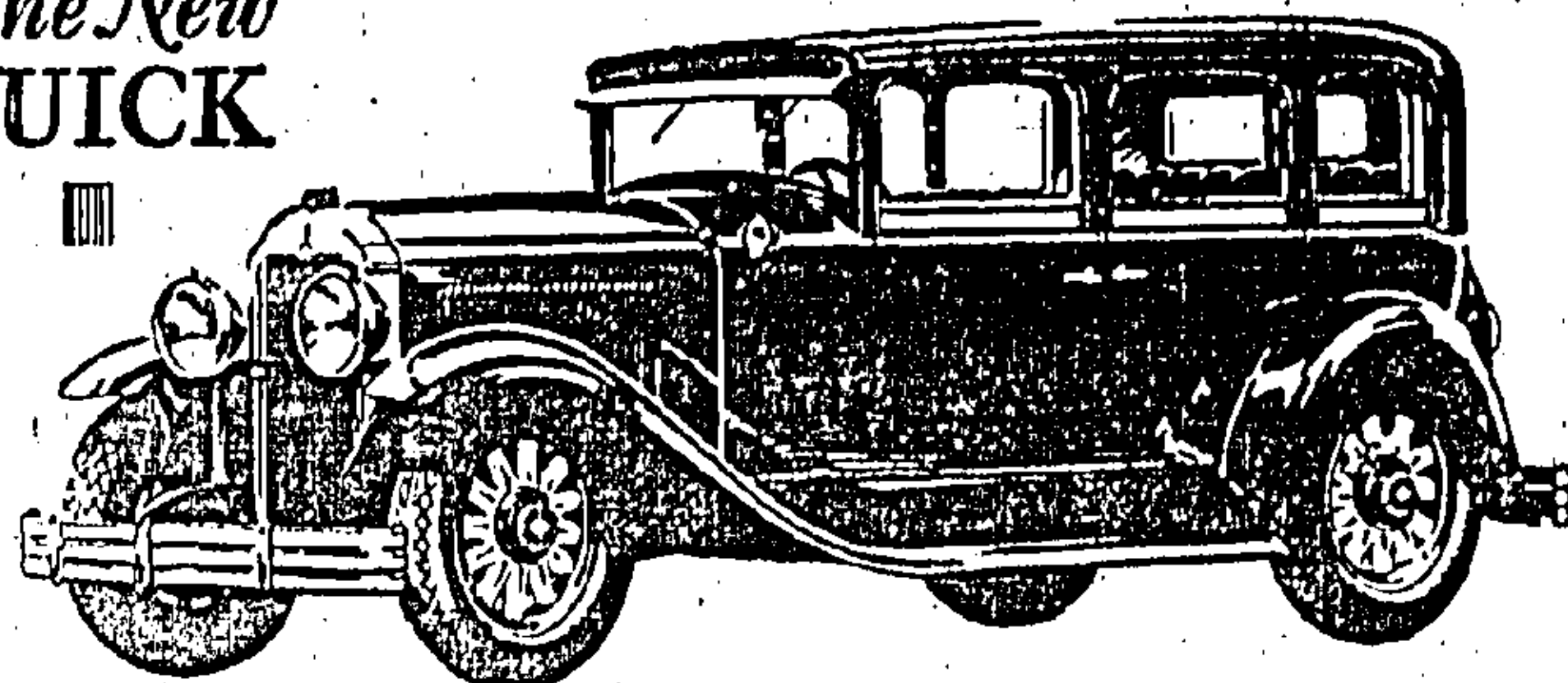
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LUBRICATING MOTOR ENGINES.

By LEWIS A. PARKER, M.I. MECH.E., M. I. MAR. E.

Being the report of a recent lecture given at the Institute of Engineers and Shipbuilders at Hongkong.

(PART TWO)

The object of lubrication is to eliminate friction, which is the resistance to motion that takes place when two metals move relatively to each other. To accomplish this, a film of oil is placed between the two moving parts. If there is no lubrication, but metal to metal contact, the friction is generally termed "solid friction," but when we are successful in providing a film of lubricating oil then we change "solid friction" to "fluid friction," which is the friction offered by the oil itself—its resistance to being spread.

Fluid friction is always less than solid friction. There are different degrees of fluid friction—for instance, a thick, heavy, viscous oil, offers more resistance to being spread than a light oil. Confining our remarks principally to motor car engines, let us try to point out what service the lubricating oil must perform. There are three principal functions.

First—it must lubricate, i.e., it must form a film between the working surface, thus eliminating solid friction, and replacing it by the lesser fluid friction, preventing wear of parts, and loss of power. Secondly—it must make the piston gas tight, i.e., it must seal the piston so that the gases of explosion cannot leak past, otherwise you lose power—which means more fuel for the same output—which means more money.

Thirdly—it must be able to transmit heat. The heat from the piston must pass through the film of oil which is between the piston rings and cylinder wall, in order to be taken away by the cooling water. Now oil is not generally a good conductor of heat, and therefore you must use an oil properly prepared if it is to perform this function.

Failure of the oil to perform these functions, will result in friction, rapid wear, loss of power and expense, not only for replacement of damaged parts but for time lost when out of service.

If the lubricant partially fulfils these functions, the effects may be gradual and therefore not readily appreciated, but the damage is no less certain.

Hence the fact that a lubricating oil apparently gives satisfaction is no guarantee that it is fully performing its functions.

There are three conditions which must be fulfilled in order to secure the best results:—

The oil must be of good quality. It must be of the correct body and character, i.e., correct grade, to meet the design, construction and operating conditions of the engine, and

It must be used in the proper way.

These three essentials for "Correct Lubrication" are inseparable, you cannot get satisfaction by using an inferior oil; you cannot expect a quality product to work well in an engine for which it is not suited; and unless you take certain precautions in using the oil, you are likely to get a number of lubricating difficulties, which by the way, you probably have had and blamed the oil for it.

Quality.—Let us look at our first essential—an oil of good quality.

What do we mean by that? First we mean the selection of the crude. There are two general classes, commonly known as "paraffin" and "asphalt" base crudes. The latter term is not quite correct—it should be "naphthene," because crudes of this nature contain rather a large amount of asphalt. The paraffin base crudes also contain asphalt, but very little. Then there are the mixed crudes which are, sort of half-way between—containing both paraffin wax and asphalt.

There are wide variations in these classes, and it cannot be said that because an oil is made from either paraffin or naphthene crude it possesses unusual characteristics. As a matter of fact, very fine oils are made from both types, and very inferior products may also come from either type.

If lubricating oil is desired from a naphthene base crude, the asphalt must be removed during the refining process.

In order to get the oil best suited to meet the requirements of the service in which it is to be used, it may be advisable to use a crude of either type, or perhaps a combination of both. It is a matter for the manufacturer to decide upon as the result of his experience.

Whichever crude is selected, it is essential that we refine it in such a way as to conserve its lubricating value. If the object in refining is to obtain the maximum amount of fuel—petrol or gasoline—the "cracking" process is used, when the crude is subjected to very high temperatures and pressures, and by this method, some of the lubricating characteristics are sacrificed, and the oil produced as a by-product does not equal in quality the oil obtained by the refining process where the main object is lubricating oil.

A quality oil is one of extreme purity, and Chemical Stability, and so will stand long continued service, will resist oxidation in con-



When a girl marries into money, the honeymoon turns out to be a harvest.

fact with heated air, and will easily overcome destructive influences of water, metallic particles, and other foreign substances.

The crude is selected with a view to the "presence of hydrocarbons of high lubricating qualities, and to the absence of unstable hydrocarbons, sulphur compounds and other chemical impurities.

Every step in the manufacture of an oil, i.e., a quality oil—from the selection of the crude, through the refining process, up to the sealing of the containers, requires knowledge and experience gained through specialization in manufacture of lubricants. It cannot be judged from a few simple tests. If it were, it is not likely that refiners would maintain large laboratories.

(To Be Continued.)

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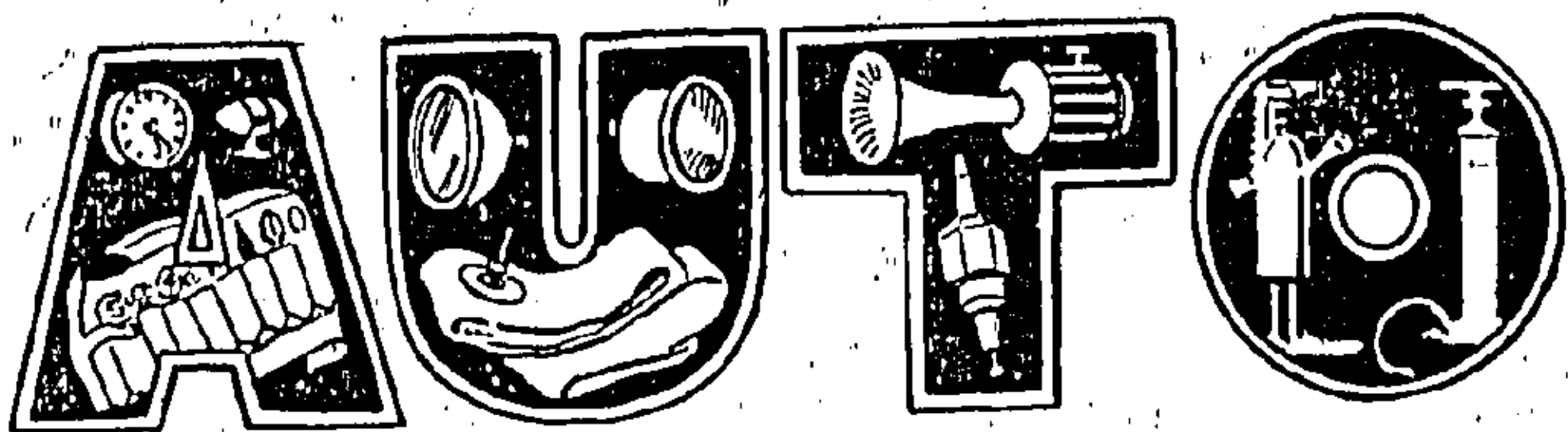
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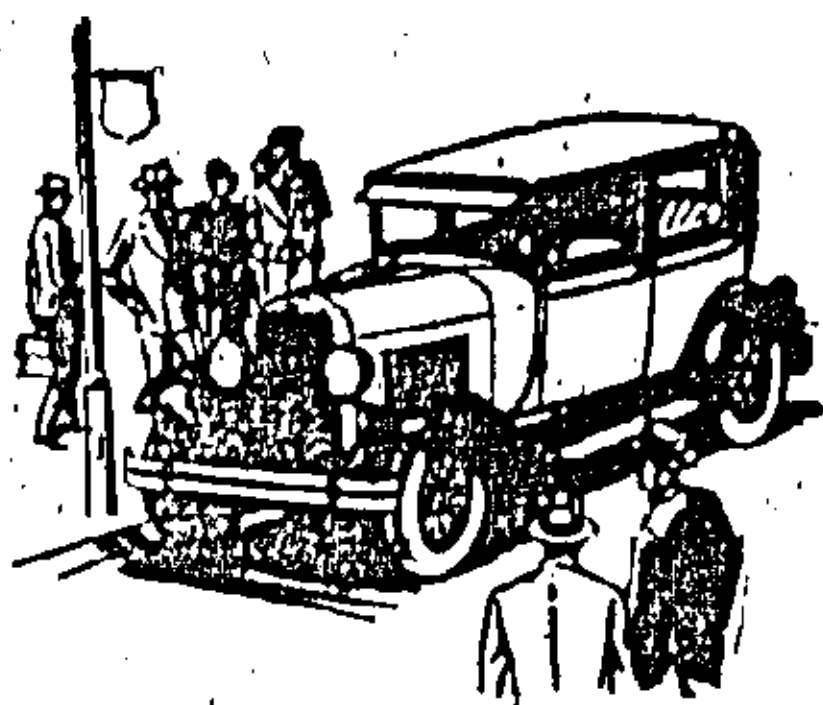
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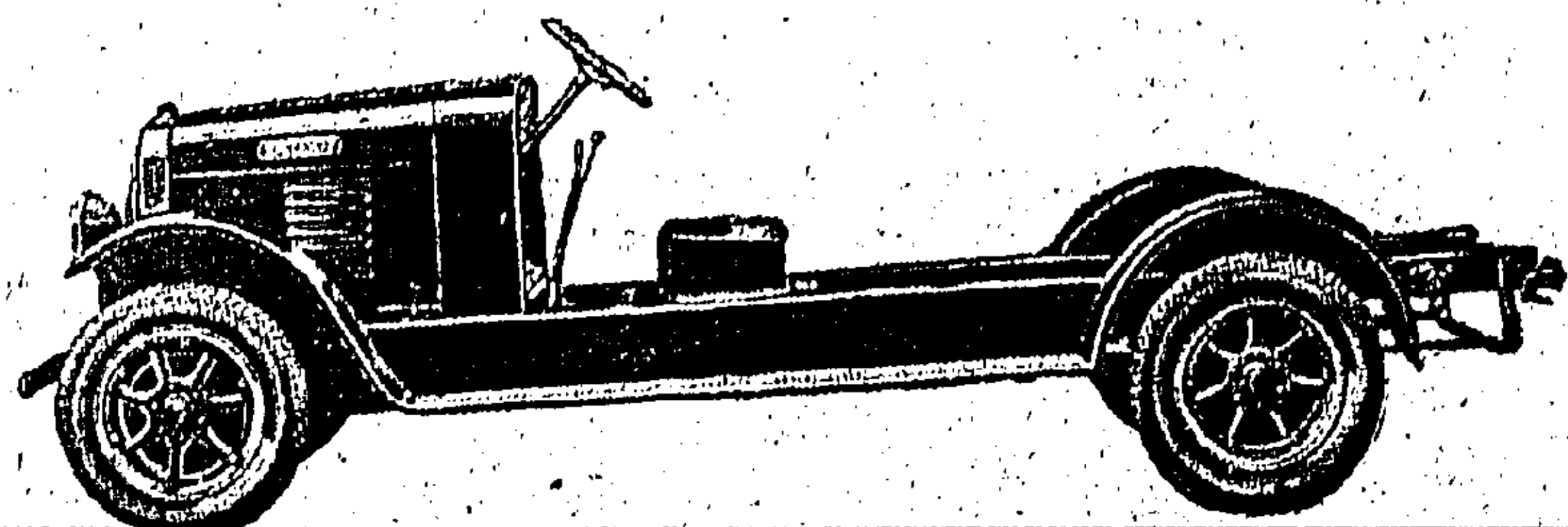
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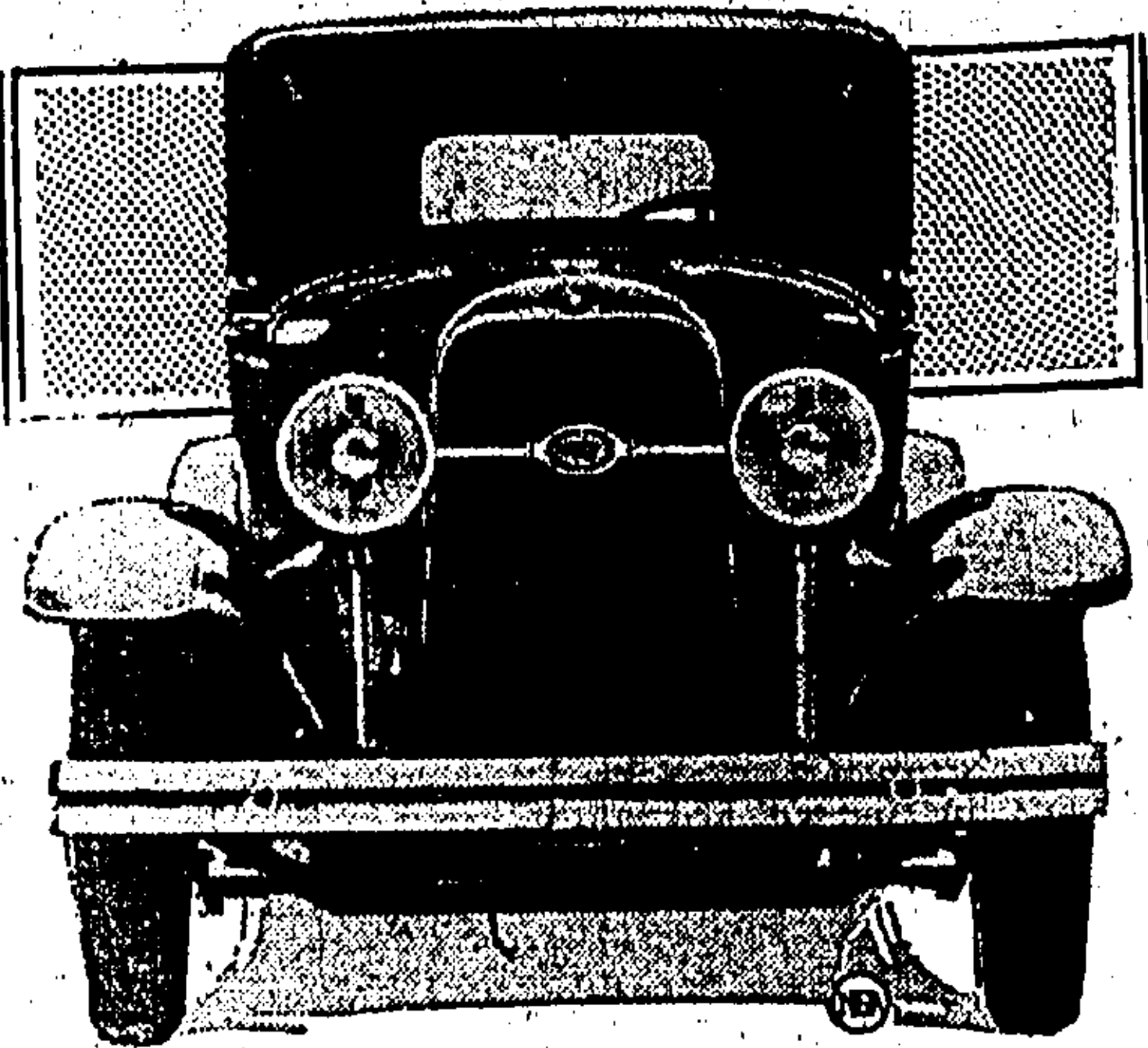
FUEL IS NEW LIMIT.

Instead of limiting racing cars to total piston displacement, a proposal has been made to limit them to the use of gasoline and oil. The limit would be 26.4 pounds of fuel to every 62 miles, regardless of piston displacement.

TROUBLE FINDER.

A new French eight-cylinder car is equipped with eight small neon tubes mounted on the dashboard. If a spark plug fails to function properly, it is noted by the failure of one of the tubes to glow when the switch is turned on.

THE 1929 OLDSMOBILE.



The 1929 Oldsmobile is a car of advanced style and colour combinations besides the various refinements that have been going into the automobiles of the coming season. Note the double emblem in front, on radiator and crossbar, and the chromium plated standards supporting the lamps.

ROADS WIN.

Rails Barred in Morocco.

MOTORISTS' PARADISE.

Imagine perfectly-surfaced roads, with stretches of sixty curveless, straight miles, so wide that half a dozen cars can run abreast, with direction posts 16 feet high and side-tracks from which slow-moving vehicles never wander.

Imagine that! Admittedly, it's hard to do, but travellers swear that this exists—in Morocco.

On these roads a Bugatti averaged more than 90 m.p.h. in a 450 miles road race, and quite ordinary cars astound their owners by their speeds. Even the natives accept a 'bus ride of 100 miles as equally as the Sydney-Sydney considers a journey from Sydney to Cronulla.

This extraordinary development and strange perfection is due to the restriction of railway building in Morocco.

Travel is a necessity, railways are not available so motor transport has taken their place.

Though a French Protectorate, Morocco is said to be ten years ahead of France in road construction, and France claims to have the best roads in Europe.

FRENCH MOVE IN FUEL ECONOMY.

Device Which Mixes Steam with Petrol.

R. A. C. TEST.

Heavy petrol consumption which is common on many popular cars presents quite a serious problem to the motorist who is compelled to study economy. There are various ways of reducing this, but some result in a loss of power and performance to which, however, the average driver is adverse. One way of obtaining the desired effect is by the injection of steam into the cylinders with the mixture, this being stated not only to result in economy but to have no adverse effect upon the running of the engine. A system designed for this purpose is the P.A.S., the makers of which claim from 15 to 40 per cent. increased mileage per gallon and a decrease in carbonization, together with improvement in power and flexibility of the engine. In fact, in an R.A.C.-conducted test the actual increase in mileage per gallon worked out at 23.7 per cent., the car being driven at an average speed of 30 m.p.h. this is quite good.

In lay-out, the P.A.S. is quite simple, says the "Motor," whilst improvements have been made recently which render the fitting very easy. It comprises a connexion with the radiator header tank, the latest improvement having dispensed with the need for soldering at this junction, although an absolutely watertight joint is secured. From this point a length of copper piping leads into a chamber acting as a water trap, whence the steam is drawn off through a control valve to the induction pipe of the engine, flange mounted between the carburettor and the manifold; this is the point of entry consisting of a so designed internally as to set up a whirling motion, and it is claimed, improves the atomization of the incoming petrol vapour and humidified air. This valve is operated from the driver's seat. A variety of different shaped flanges are provided so that the system can be adapted to practically every car. In addition to effecting the economy the device acts also as an auxiliary brake when coasting and prevents pinking.

SWEET RUNNING.

Sugar as Motor Fuel. FRIENDLY BACTERIA.

Latest recipe for the production of power alcohol is a few tons of vegetable waste and a flock of bacteria.

Though this sounds an unlikely method of obtaining fuel for a motor, Dr. A. C. Thaysen told a meeting of the British Association at Glasgow that he has done so.

The method is to set the right kind of bacteria to work to convert pentoses. Pentoses are sugars which occur in plants, including many vegetable waste products. They are sweet, but unsuitable for human consumption, and cannot be fermented by ordinary yeast.

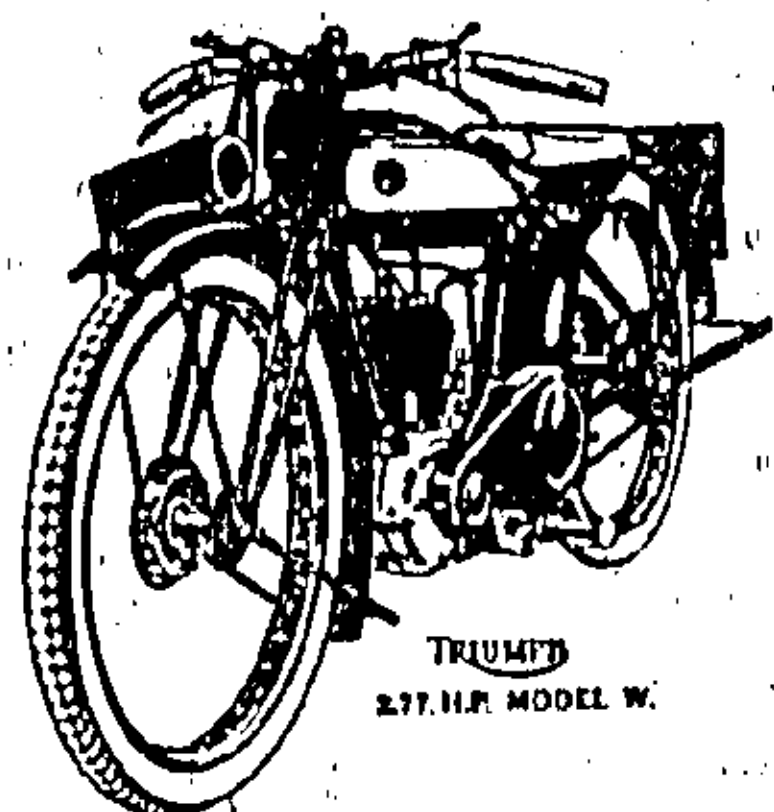
Using waste products, Dr. Thaysen and his collaborators have collected yields of power alcohol equal to those obtainable from potatoes, which are extensively used in some countries to manufacture alcohol.

He stated that 20 gallons of power alcohol would be a fair average yield from one ton of waste material.

The fact that it is difficult to ensure the necessary smooth progress of conversion will prevent motorists from importing bacteria and setting them to work on cauliflower leaves and potato peelings.

British authorities believe that the discovery is very important.

THE BEST MOTORCYCLE AND VALUE FOR MONEY IN HONGKONG TO-DAY IS THE



"TRIUMPH" W3. 2.77 h.p.

A sturdy little mount possessing great hill-climbing propensities, quick acceleration and the reliability of all 'Trusty Triumph' Productions.

Complete with full electric equipment, horn and tools as specification.

PRICE \$485.00

Stocked and Serviced by

ALEX ROSS & Co. (CHINA) Ltd.
HONGKONG AND KOWLOON.

The public decrees CHRYSLER the new car vogue.

Here are but a few of the epoch-making features Chrysler engineering has originated, pioneered or developed to highest efficiency during the past five years:

"Silver-Dome" high-compression engine, using any petrol. Seven-bearing counterweighted crankshaft.

Exclusive type of high-turbulence combustion chamber. Iso-therm invar-strut pistons, with tongue and groove rings. Air cleaner and oil filter.

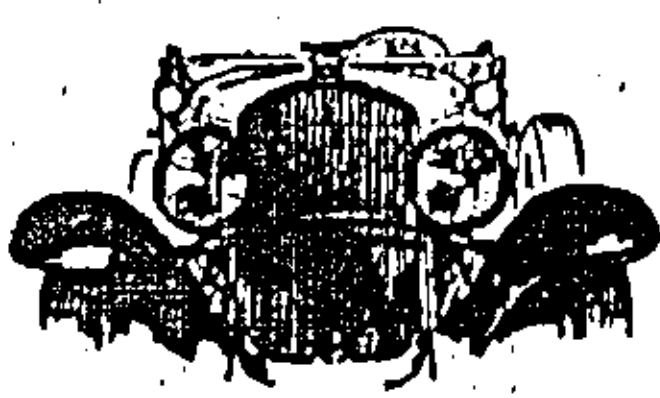
Electric Fumer for easy starting in cold weather. Manifold Heat Control, for elimination of "spitting" and "sputtering."

Body and crankshaft impulse neutralisers.

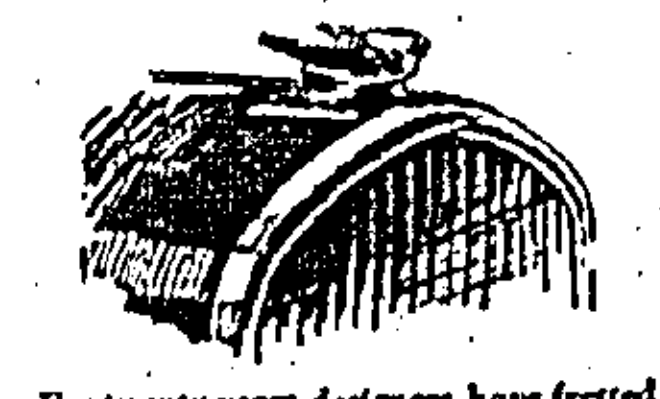
Hydraulic shock absorbers, for supreme ease of riding. Light-action internal-expanding hydraulic four-wheel brakes with squeakless moulded brake lining.

Balanced road wheels. Ornamental, indirectly-lighted instrument panel for convenience in driving.

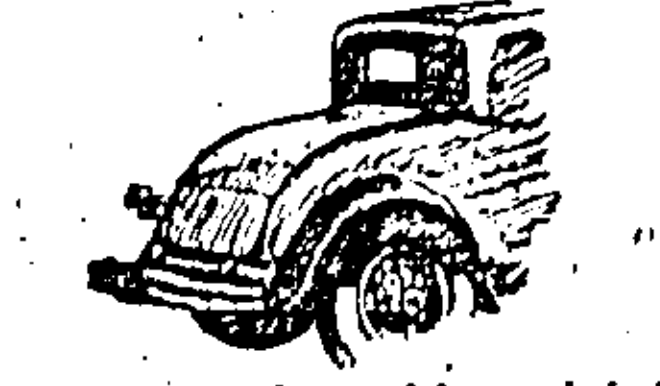
Saddle-spring seat cushions. And a host of others.



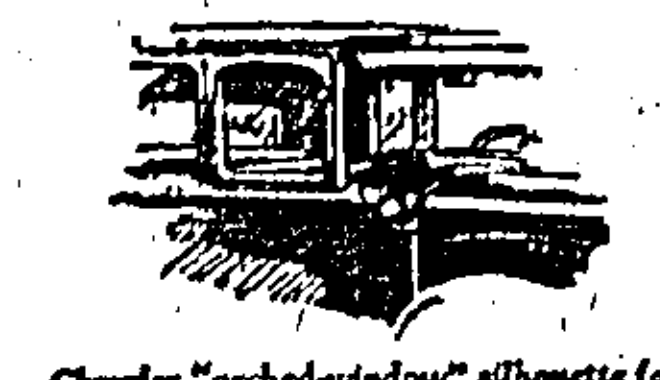
Note the new graceful, rounded, chrome-plated radiator, hood-shaped lamps and "silvering" mud guards.



For twenty years designers have fretted over the clumsiness of radiators. Until Chrysler showed the way!



New sweep and curve of the rear deck of roadster and coupe is a distinctive feature of the new Chrysler body style.



Chrysler "arched-window" silhouette for closed models gives particularly pleasing effect inside and outside the car.

IT IS EASY to understand why, more than ever before in Chrysler's phenomenal career, the public is today Chrysler-wild and why even Chrysler's largest production is now just beginning to meet the demand.

In the new Chrysler "75" and "65" an enthusiastic public recognises a new style that re-styles all motor cars—a finer performance than anything that has gone before—a greater value than such prices can buy anywhere else.

Chrysler's superior engineering skill and finer precision craftsmanship, again and again have literally obsoleted other types of cars.

The constantly increasing Chrysler public, with its high enthusiasm for Chrysler zest and dash, distinction and luxury, safety and long life, makes it easy for you to decide to become a Chrysler owner.

All Chrysler dealers welcome the opportunity of putting any Chrysler model to a test of your own selection.

CHRYSLER

SOLE AGENTS

The Republic Motor Co. of China.

(Successes A. LUNG & Co. Auto Department.)

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G. W. R.
L. N. E. R.

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SOUTHERN RAILWAY
for their new
RAIL-ROAD SERVICES

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SIX-CYLINDERED
COACHES & OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for 1½ to 7 tons, and Coaches or Omnibuses for 20 to 45 passengers forwarded on request to:—

JOHN I. THORNYCROFT & CO., LIMITED.

UNION BUILDING.....HONGKONG
FIFTH.....FLOOR.

Write us and our representative will call.

Telephone Central 4831.

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BIGGER VALUE
for
1929

—and built for
the roads you use!

YOU will find the car you need at the price you wish to pay in the 1929 Morris range, and that car will give you the utmost value for your money. Costly production machinery and materials, and magnificent workmanship make the Morris last longer, cost less to run, and need fewer replacements. Complete comfort is provided for by exceptionally roomy design and studied care for detail.

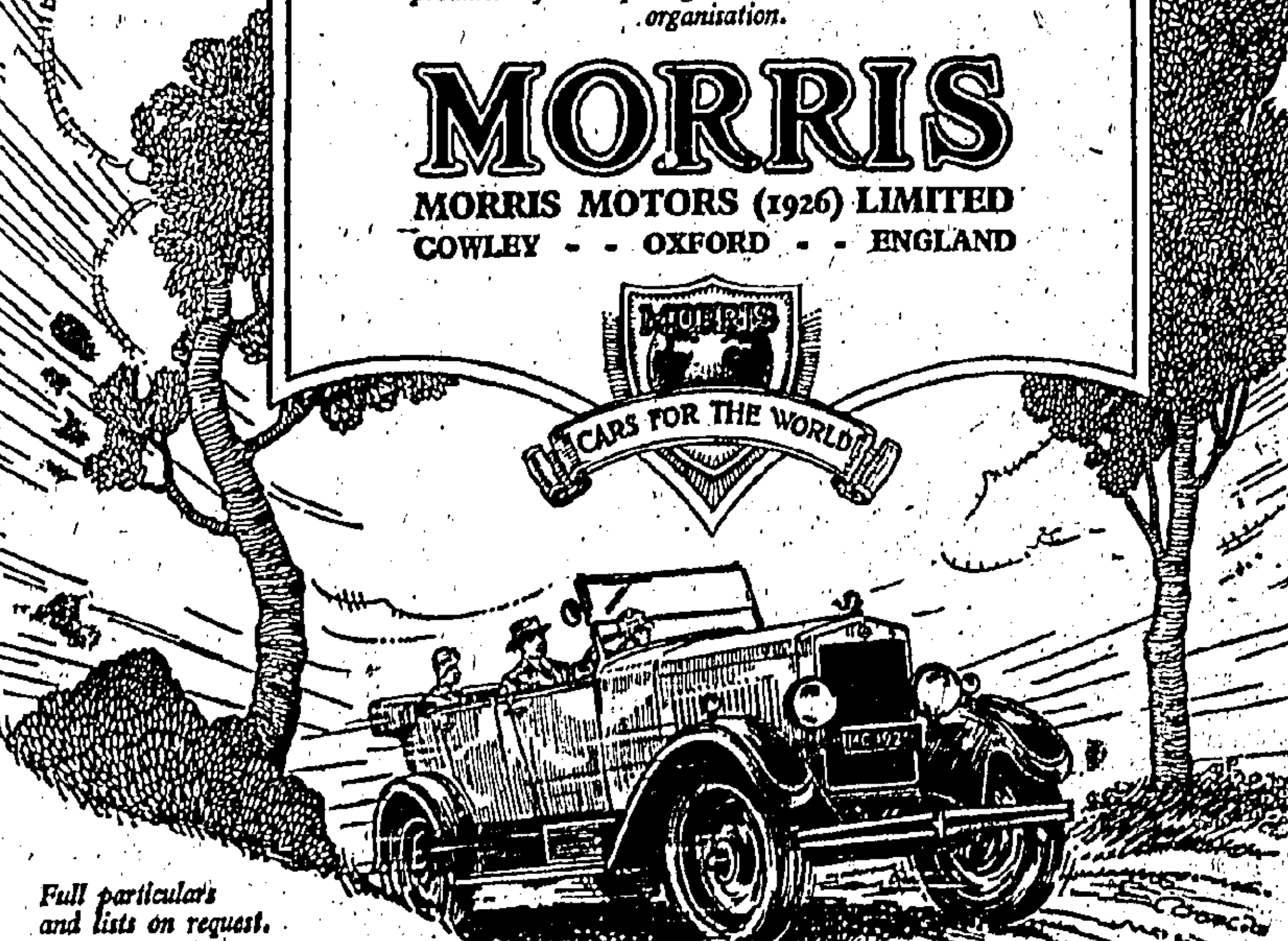
New and beautiful coachwork and cellulose duotone colours. Dipping headlights standard on Oxford and Cowley models. Bumpers and electric horns and powerful four-wheel brakes standard on all models.

The Morris After-Sales Service is world-renowned, and prices of spare parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

MORRIS

MORRIS MOTORS (1926) LIMITED
COWLEY - - OXFORD - - ENGLAND



Full particulars and lists on request.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769.

SHAMEEN ANNUAL REPORT.

MARKED INCREASE IN POPULATION.

CORDIAL RELATIONS WITH THE CHINESE AUTHORITIES.

THE WATER PROBLEM.

The report of the Shameen Municipal Council (British Concession) for the year 1928 has just come to hand, and contains many points of interest. One of the most noteworthy is the marked increase in population as compared with the previous year, the census being given as follows:

Non-Chinese.—1924, 633; 1925, 679; 1926, 427; 1927, 487; 1928, 647.

Chinese.—1924, 11,548; 1925, 1,619; 1926, 803; 1927, 1,034; 1928, 1,292.

Totals.—1924, 2,181; 1925, 2,299; 1926, 1,230; 1927, 1,521; 1928, 1,939.

The Chinese residents on the island consist entirely of servants.

The population is the highest for three years, the figures for 1925 being taken previous to the boycott of the 21st June, after which the Chinese population was reduced practically to nil and the foreign population by quite 40 per cent.

Crime Reports.

Very good reports are made both on the police and on the Fire Brigade. The cases of crime reported during the year totalled 31, with 28 arrests, as well as 55 minor offences.

A special note is added to the effect that very close contact has been kept between the Shameen Police and the Canton Police and that very cordial relations have existed between these two bodies during the whole year.

No fire was reported on the island during the year, but early in December a large conflagration occurred on the native side of the canal in the Sui Kee city, when, owing to the high wind blowing from the north, a large number of sparks were blown over the Hongkong Bank Building and other buildings adjacent to it.

The Shameen fire engine was kept exceedingly busy on the Back Bund dumping down trees and roofs of buildings near by and fully demonstrated its efficiency.

Proposed Volunteer Brigade.

Council has now called for tenders for the supply of a smaller fire engine with the necessary hose and will ask the ratepayers to vote a resolution empowering the Council to arrange an increased overdraft with the Hongkong & Shanghai Banking Corporation to cover the cost, which will be about \$3,900. In the event of this resolution being passed, it is proposed to form a Volunteer Fire Brigade to man this engine.

The public Works Department reports that as far as roads are concerned, only maintenance work has been carried out and patching to the extent of 7,153 square feet has been completed. Three new re-inforced concrete police sentry boxes have been built to replace the old wooden ones which were beyond repair.

Water Problem.

The only scheme of great importance, carried out during the year has been the construction of a sump under the Municipal Pier, Shameen. On this subject the report states:—"During the course of the year a great amount of difficulty was experienced in maintaining a standard of purity of the water supply as required by the Medical Officer of Health owing to the excessive silting up of the river. This silting choked the suction boxes of the main intakes for the waterworks and had to be removed several times by dredging.

"In consequence, the water drawn in was practically a solution of mud constantly stirred up by the propellers of the various craft using the pier at Shameen for landing passengers. In fact the supply of water to Shameen was on two or three occasions maintained with the utmost difficulty owing to the pumps being completely choked. As a remedy, the present scheme of a sump was devised by the Director of Public Works, Mr. C. E. Watson, M.I. Mech. E., M.I. Loc. E., and the Council submitted the plans to Major Oliverona, Engineer-in-Chief to the Board of Conservancy Works of Kwang-tung, who very kindly gave the Council the benefit of his wide experience, and who added the connecting wall from the sump to the Bund, to form a crib, and agreeing to the entire scheme.

Less Dredging.

"Before finally deciding on the construction of a sump the Council

FANLING HUNT.

STEEPLECHASE MEETING TO-MORROW.

[By "Ringtail"]

With a very representative number of the Colony's best steeplechase contenders entered, the race meeting of the Fanling Hunt, which is to take place on Sunday at Kwantli Steeplechase Course, should be a success.

There are five very interesting races on the card, consisting of a handicap event, a terms race, two cross-country events, and a maiden race for entrants who have not won a race this season.

There is no question about the popularity of these small country meetings, as the attendance invariably shows, and it seems to me these meetings are more likeable every time one goes to see them. In a steeplechase meeting there is always an element of uncertainty and so long as the rider remains on top and the pony keeps on his legs one always has a chance. Maybe this is why a decent bet can always be had about a runner.

A glance at the results of the last few meetings will verify this, and, considering the class of ponies which have been known to run into places, I am of the opinion that one can always get a little with a judicious handling of a few five-dollar bills.

It will give some idea how the sport interests some of the lovers of the cross country and sticks, when such enthusiastic sports from Canton send their ponies down to race at our meetings.

During the last few meetings the class of the ponies competing has gradually improved, and I have no doubt we shall have some even better racing after the annual Jockey Club Meeting, when new owners will be able to buy some of the ponies which will be offered for sale.

There will be a special train from Kowloon Railway Station at 1.50 which will return from Fanling at 6.27 after the races. There will be plenty of time after the last race for fans to collect on the last event, have something warm at the refreshment bar, and, if needs be, take shanks pony back to the railway station by way of a breather.

If ponies run true to form, tomorrow should be a favourites' day and all the best ponies should run favourably, so punters' prospects have a kindly look about them.

I have not been able to visit the course during the week, but I have been informed that everything is in apple-pie order and the going should not be too hard considering the dry spell. My selections are:—

1st Race.

- 1 My Lady
- 2 Caligula
- 3 Grey Eyes.

2nd Race.

- 1 James Pigg
- 2 Dumbell
- 3 Cavlare

3rd Race.

- 1 Ace of Spades
- 2 Durham
- 3 Kum Ling.

4th Race.

- 1 Kangou
- 2 Newfoundland
- 3 Blotting Paper.

5th Race.

- 1 Movnaghner
- 2 Topy Sine
- 3 Tarzall.

THE GRAND CANYON.

(Continued from Page 8.)

try to know everybody. But that is too big an enterprise to think of.

All night we travel through New Mexico, and morning finds us de-canted at Clovis, on the farther edge of it, for breakfast. This is all I have seen of New Mexico—nothing. But a few miles farther on is the border of Texas, and we shall travel across that immense State all the day and all the next night and a good deal of the next day. I have heard a great deal about Texas, and am looking forward to seeing it. "All aboard!"

obtained further advice from Hongkong which was in agreement with that already given. It is hoped that with this scheme completed the supply problem for Shameen will have been solved for some time to come, and that the high standard of the quality of the water will be well maintained. The scheme should prove a saving in cost of dredging which was increasing annually, and also be a means of cutting down consumption costs slightly.

The Medical Officer of Health reports a very healthy year in spite of long spells of heat during the summer. There was a mild epidemic of influenza, but the dengue epidemic of 1927 was not repeated. Two cases of typhoid were reported.

The annual general meeting of ratepayers has been called for Thursday, 28th inst. Mr. J. T. Brennan C.M.G., H.B.M. Acting Consul-General, will preside.—Our Own Correspondent.

LA ARGENTINA'S TRIUMPH.

DELIGHTS BIG AUDIENCE AT THEATRE ROYAL.

WONDERFUL DISPLAYS

Amongst the crowded audience which assembled at the Theatre Royal last night to see La Argentina, the world-famous dancer, there must have been many who wondered how it would be possible for one artiste, assisted only by a pianist, to fill the whole bill. If any of these feared that the display would suffer in consequence, their misgivings were soon dissipated, for from the very start this really wonderful woman held all spell-bound. The explanation is that La Argentina is no ordinary dancer, and Carmencita Perez no ordinary pianist. They are in a class to themselves, and their work is so cleverly interwoven that an impression of perfect poetic beauty and unity is conveyed. Mr. Strok has brought many fine artistes to the East, but none greater than La Argentina. The memory of her visit will linger long in the minds of all who had the joy of seeing her.

In attempting to convey some idea of one's reactions to the famous artiste's interpretative genius, or to describe her varied contributions to last night's programme, we must plead the inadequacy of ordinary language. It would be true to say that these things cannot be described: La Argentina must be seen to be appreciated or for her art to be understood. She has made for herself a place peculiarly her own; comparisons with others are quite out of place. In all her work last night she stood out as an apostle of grace and beauty, of refinement and of charm. What was especially noticeable, too, was that in interpreting the varying emotions which her dances reflected, not only were her feet, her arms, her hands—her whole body, in fact—employed, but her facial expressions revealed her as a great actress as well as a wonderful dancer.

Opinions will naturally differ regarding the numbers in which the famous Spanish dancer was seen at her best, for we all take away with us from performances of this kind impressions which correspond with the understanding that we ourselves bring to them. That all her contributions were marked by superlative brilliance there will be no denying, but there will be general agreement, we imagine, that one of the very finest examples of La Argentina's art was provided by the Fire Dance from the ballet, "Love of the Sorcerer," which is described as a ritual dance for driving away evil spirits. In this, the artiste was amazingly brilliant, and the vivid manner in which she interpreted the primitive passions will long be remembered.

In all her items, La Argentina was arrayed in costumes which can only be described as masterpieces, and these had the effect of adding to the wonderful personality with which all her dancing is imbued. A striking example of this was seen in "Cordoba," which was most impressive in its stateliness. "Lagartana," a peasant dance of the Province of Toledo, was another triumph, noteworthy for its quaintness and clever

MACDONA PLAYERS.

BIG SUCCESS IN "THE PHILANDERER."

The return visit of the Macdonna Players, who appeared in one performance at the Star Theatre, Kowloon, last night, when they presented a Shaw play now to Hongkong, "The Philanderer," attracted a large house in spite of the counter-attraction in Hongkong. As before, the artists acted up to a high standard and interpreted the play in a manner equally as praiseworthy as when they presented a number of Shaw's works a few weeks ago.

The story concerns the activities of a philanderer and his love affairs, the title role being taken in a polished manner by Terence O'Brien. Two girls concerned, Grace Tranfield and Sylvia Craven, were portrayed by Daphne Carr and Katherine Carlton respectively, both of whom made a big success of their parts. The remainder of the cast were no less at home in their various roles and found much favour with the audience.

It is regrettable that this talented Company were only able to give this one performance when passing through Hongkong, and their possible return at a later date would be much appreciated.

H.M.S. Somme left Wuhu for Hongkong yesterday, being due to call at Shanghai en route. H.M.S. Sepoy is due to sail for Shanghai at two o'clock this afternoon.

mimicry; whilst in the dance without music, "Seguidillas," La Argentina excelled herself.

And so one could go on, writing in rapturous terms of all the other dances, each with its own charm and distinctiveness. Suffice it to say that when the end of the programme came, with a dance giving impressions of a bull-fight, there was a great outburst of applause and cheering, which did not subside until this wonderfully colourful number had been repeated. It should be added that the effects which the artiste produced with the castanets were simply amazing.

A word should be said of the music provided by Carmencita Perez, who not only rendered piano solos with marked skill but played for every dance, with one exception. She contributed greatly to the evening's success, a circumstance which the audience readily acknowledged after her rendering of "Viva Navarra."

The only regrettable circumstance was the delay of half an hour in the starting of the programme. We were misinformed yesterday in the statement that La Argentina had arrived early in the day; in point of fact, the steamer by which she arrived from Shanghai did not come into port until after 8 p.m. In the circumstances, it was quite a creditable feat to stage the performance at all last night.

There will be one further chance for Hongkong to see the famous dancer, for it is announced that she will appear again on the 25th instant, after her return from Manila.

The Very Idea!

In the men's hairdressing saloon of a large store in Liverpool the following notice has been posted: "Silent service; our attendants are instructed not to introduce conversations unless they are invited to do so by our patrons."

The injunction applies only to the men's department.

"The innovation has proved most successful," a head of the firm said. "It is more or less a matter of psychology," he added. "It appeals to quite a lot of people, but on the other hand some think it unnecessary. Some men are inclined to think if the attendant does not talk he is a bore, but we do not want a conversation forced on to a customer. For nine out of ten men a visit to the hairdresser's is a soothing operation; many men also like to think over business problems without being distracted."

The proprietor of a large hairdressing establishment said that loquacity among barbers was dying out.

"Good gracious, it would never do to have such a notice," was the reply elicited at a women's fashionable hairdressing salon. "Our customers like the assistants to talk to them. Women are always ready to discuss fashions, style in hairdressing, amusements, and so on. Such a rule would cause an air of stiffness which would be uncomfortable for everybody."

Judge Thompson, K.C., at Bow —I am surprised at nothing a woman says nowadays.

Nottingham witness—There was a stationary tramcar coming in the opposite direction.

Mr. Ricketts, prosecuting for a railway company at Clerkenwell—More women than men nowadays cheat the railway.

Willesden woman—My husband keeps telling me to get a separation so that he can go back and live with his mother again.

Agent at Glasgow—The law in this case provides that the defendant should be brought in person—and this is a limited company.

Glasgow woman, charged with drunkenness, at Rothcay—I'm very sorry I came to Rothcay. Magistrate—We are very sorry too.

[A London Magistrate has upheld the action of a father who insisted on his 20-year-old daughter being in by ten o'clock every night.]

Though at twenty-one you may have a vote. That doesn't imply, I would have you note, That twenty years should find you free.

With a perfectly independent key. Papa, that kindest and best of men, Has said that you ought to be in by ten.

And if your looks you are keen to keep. You must always be sure of your beauty sleep.

When later on you are wooed and wed, Why, something more may perhaps be said.

And your husband, when your desire is known, May give you a latchkey of your own.

When a girl is scarcely out of her teens, She isn't a woman by any means. And papa expects when he hears your knock, To find that it isn't past ten o'clock.

If you go to the pictures and take a friend, You must come away before the end. But keep up father? It isn't done, At least till a girl is twenty-one.

You are perfectly right if you think a key Is a symbol of glorious liberty. But if you would use it, truth to tell, It is needful to own the door as well!

Women are the wits nowadays. For every amusing speech that I hear from a man I hear several from women, says a Home writer. Here are two examples. We were discussing the new lanknotes. One praised the design, another criticised the drawing. They were called beautiful, they were denounced as undistinguished. There was said to be too much on them, and they were belauded for their economy of decoration. At last a woman spoke, "I don't like them," she said, and then added, to satisfy the curiosity our looks expressed, "they buy so little."

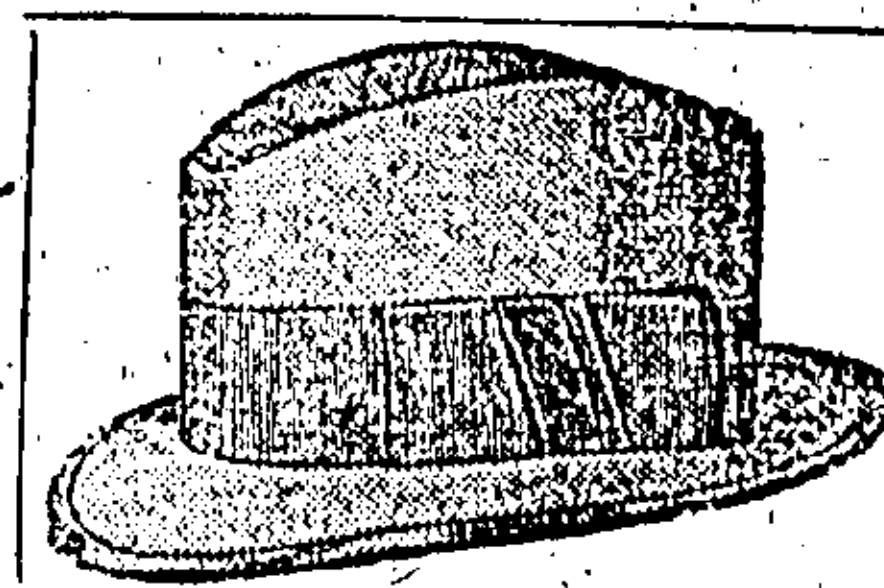
A—"What are the three saddest words in the world?" B—"Good-bye," "friend," "good-bye." C—"No. 'Time,' gentlemen, please."

GLYN'S HATS FOR MEN.

EVERY "GLYN" HAT possesses that little extra that makes the difference in hat value over other makes, no matter whether it is a hat at \$13.50 or high price—the difference is discernible.

KNOWN

SOFT FELTS in Gray, Drab, Fawn, Brown, etc., with the Smart Set brim or Snap edge, Lined or Unlined.



THE

WORLD

Stocked in Soft Felts, Bowlers, Tweed Hats, Tweed Caps, Double Terris and Silk Hats.

OVER

Call and let us demonstrate them to you—we know they will be of interest.

Sole Agents.

Wm. POWELL, Ltd
10, Ice House Street.

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KOWLOON

FOR A SHORT SEASON COMMENCING

TO-NIGHT

At 9.15 p.m.

W. R. BANVARD
Presents

THE NEW BANVARD MUSICAL COMEDY CO.

with

THE BANVARD BEAUTY CHORUS

In a repertoire of

LONDON'S LATEST MUSICAL SUCCESSES

TO-NIGHT
February 16th

"FOLIES BERGERE"

The Moulin Rouge Success direct from Paris.

TO-MORROW
February 17th

"CLOWNS IN CLOVER"

The latest revue from the Adelphi Theatre, London.

MONDAY
February 18th

"TIP TOES"

The brilliant comedy from Winter-Gardens Theatre, London.

TUESDAY
February 19th

Prices of Admission \$4, \$3, \$2 and \$1.

Booking Now Open at Mourie's and Theatre.

Just Unpacked!

A SHIPMENT OF THE FAMOUS

HICKORY GIRDLES

IN ALL THE CURRENT STYLES.

ALSO—

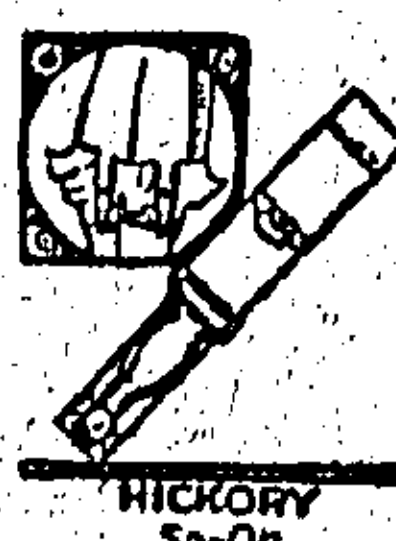
HICKORY GARTERS

INCLUDING THE LATEST FANCY DESIGNS.

ALL MODERATELY PRICED.

Make Your Selection Early!

YEE SANG FAT



"Come on John, I'm sure Junior wouldn't care for one if they're not registered."



Quality Sells

VAT 69

THIS BRAND has been in the same family since its inception, and is quite independent.

W. R. LOXLEY & CO. LTD.
ESTD. 1863.

Sole Agents
W. R. LOXLEY & CO.

G.E.C. GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductor, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

PIRELLI GENERAL

Estimates for underground Cables up to 33,000 volts & overhead Transmission schemes up to 130,000 volts given by

THE GENERAL ELECTRIC CO., OF CHINA
Queen's Building, Hongkong.

Use PURICO THE UNEXCELLED COOKING FAT

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ALL GROCERS & STOREKEEPERS.

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Telephone Central 4422, Telegraphic Address "FARRELLING"

THE WORLD OF SPORT

LAWN TENNIS.

NG SZE-CHEUNG LOSES IN FIVE SET MATCH.

There were several close matches in the tennis tournament, played yesterday. Of the six games in the open event three went the full distance while two required four sets before a decision could be reached. Among the defeated players were S. E. Green, an ex-champion, and Ng Sze-cheung.

The matching of two such opponents as S. E. Green and T. Iemura attracted a big crowd, and the spectators were not disappointed. The game was full of interest throughout, and although the ex-champion is not what he used to be, he gave a good exhibition. He took the third set rather easily, after being two sets down, but failed to level up matters and the match was ended in the fourth. Green was the more enterprising of the two, forcing the pace throughout. His opponent was consistent, and won a great majority of his points on the execution of his strokes.

The full five sets had to be played before a decision was reached in the match between M. K. Lo and Ng Sze-cheung. The latter was the more experienced, but his slowness lost him the match. He relied over much on superior court craft, and although he always led at the more vital stages of the game his carelessness in a winning game cost him the match. The scores were two sets to one in his favour and when the final set was reached he was leading by four games to one, only to lose the next five.

C. E. Holmes had a hard fight for the first set in his match against A. H. Crook, winning only after eighteen games had been played. He lost the second set but won the next two.

Both matches in the Open Doubles were decided in five sets. Lim Peng-chin and A. H. Runjahn qualified for the second round by defeating R. M. Henderson and W. B. Cornaby, while Lai Kwong-tsun and Lu Tak-lam succeeded for Cheng Chi-wing and Lau Man-kwong.

Yesterday's Results.

The full results of yesterday's matches are as follows:—
Open Singles.—M. K. Lo beat Ng Sze-cheung, 6-3, 2-6, 6-4, 6-4, 6-1.
C. E. Holmes beat A. H. Crook, 10-8, 6-8, 6-2, 6-3.
H. Owen Hughes beat D. S. Green, 6-3, 6-1, 6-4.

Open Doubles.—Lim Peng-chin and A. H. Runjahn beat R. M. Henderson and W. B. Cornaby 6-8, 6-1, 4-6, 6-1, 7-5.
Lai Kwong-tsun and Lu Tak-lam beat Cheng Chi-wing and Lau Man-kwong 6-3, 6-2, 2-6, 6-4.

Handicap Singles.—"B."—E. J. R. Mitchell (owe 5/6) beat T. Megarry (owe 3/6), 6-1, 6-1.

Handicap Doubles.—C. L. Sandes and H. Graves (rec. 15) received a walk over from J. Barrow and L. T. Rile (rec. 3/6).

The match in the Open Doubles between Horace Lo and Lu Tak-cheuk and Major R. H. Lucas and Dr. R. E. Tottenham was postponed.

THE SCHNEIDER CUP.

ARRANGEMENTS FOR THE RACE THIS YEAR.

London, Feb. 15.

A statement issued by the Royal Aero Club of the general arrangements for the Schneider Trophy race, over the Solent next September, indicates that the co-operation of the Air Ministry, Admiralty, Southampton Harbour Board, Commander-in-Chief at Portsmouth, the big shipping companies using Southampton, and every town and seaside resort on the shore of the Solent will be forthcoming to ensure that the race is flown without a hitch and that the crowds are controlled, transported and fed.

Britain holds the trophy as the result of her victory at Venice last year, and the British and foreign Air Ministers and Government officials from abroad will be present, while the Air Minister will house all competitors and machines at Calshot aerodrome station.

The estimated cost to the Aero Club of the organization of the race will be between £15,000 and £20,000, and Sir Charles Wakefield has given £5,000 towards that expense.

Over one million people are expected to assemble around the course. In order to accommodate some of the immense crowd, it is proposed to anchor big liners in Southampton Water and the Solent to act as floating grandstands.—British Wireless.

KOWLOON FOOTBALL CLUB.

TENNIS SECTION.

A Reminder.

The Mixed Doubles Tournament commences promptly at 10 a.m. to-morrow (Sunday).

CRICKET.

FIRST HONG MATCH OF THE SEASON.

The first of this season's "Hong" matches takes place to-day when Wayfoong meet Ewo at Causeway Bay, the ground, having been once more lent for the occasion by the courtesy of the Committee of the Chinese Recreation Club. In this game the following will represent "Wayfoong,"—W. J. Clerk, R. A. Green, J. Hall, G. D. Mend, M. G. Mills, D. L. Milne Day, H. V. Parker (Capt.), J. H. Ralke, M. D. Scott, E. P. Streanfield, F. H. Swayne.

The Ewo team is as follows.—W. Brackbridge, W. B. Cornaby, J. A. E. Kendrew, G. Punchedon, E. A. Simon, W. D. Fiddes-Wilson, A. H. Chambers, A. G. Gordon, D. Lyon, N. L. H. Ralston, W. Lithgow Smith.

The H.K.C.C. Teams.

The H.K.C.C. 1st XI v the K.C.C., on the K.C.C. ground, at 2 p.m. to-day, will be:

H. R. B. Hancock (Capt.), J. L. Bonnar, Capt. A. G. Dobbin, Capt. A. N. Evers, A. W. Hayward, Lt. Col. L. J. Lightfoot, E. J. R. Mitchell, H. Owen Hughes, T. E. Pearce, Rev. E. K. Quick, C. D. Wales.

The H.K.C.C. 2nd XI v the University, on the H.K.C.C. ground at 2 p.m. will be A. H. Gillingham (Capt.), H. J. Armstrong, R. H. Dowler, E. R. Duckitt, J. E. Hancock, A. Reid, J. A. Summers, W. K. Tai, G. R. Vallack, Lt. W. Walkinshaw, E. R. West.

INTERPORT GOLF.

MANILA'S VICTORY OVER HONGKONG.

The Interport golf match between Hongkong and Manila was concluded yesterday when the football matches were played. Manila succeeded in winning two of the three games and as they were up in four of the six singles, they won the Interport by six points to 3. The full scores follow:

Singles.	
Hongkong.	Manila.
N. L. Smith	G. M. Ivory (2 & 1) 1
L. W. Shown	1 Capt. Fielder
O. L. G. Martin	1 B. F. Few (5 & 2) 1
L. R. Andrews	1 Rogers
Capt. H. P. Blaxland	1 R. A. Canfield
H. L. Sheldon	1 Parrott (1 & 6) 1
	2
Football Foursomes.	
Shown & Blaxland	1 Few & Fielder
(2 up)	1 Canfield & Parrott 1
Martin & Smith	1 Andrews & Sheldon
Andrews & Sheldon	1 Ivory & Rogers 1
	2
Singles.	
	1
	2
	3
	4
	5
	6

FALKINER'S RECORD.

MAKES 800 IN 45 MINUTES LAST NIGHT.

Mr. Claude Falkiner, who has returned to Hongkong from the North, gave a masterly exhibition of billiards last night, and established what is claimed to be a Far Eastern record—compiling 800 in 45 minutes.

The match, 800 up, was at the Royal Naval Canton Theatre, Falkiner's opponent being Chief Petty Officer Crawshaw of the Hermes. The visitor was in brilliant form, and compiled the necessary points in three-quarters of an hour. He made five visits to the table his breaks being—151, 88, 325, 172, and 68 (unfinished).

C.P.O. Crawshaw had only collected 13 in the meantime.

Falkiner next played Stoker Kerr, of the Iroquois, at snooker, compiling 56 to Kerr's 31.

The expert next gave a fine exhibition of fancy strokes, which was much enjoyed.

The health bulletin of Eastern ports, issued by the Director of Medical and Sanitary Services, gives the following cases for the week ended Saturday last, the figures in parenthesis indicating deaths: Plague, Rangoon (1), Colombo 3 (2), Cheribon 1, Pnom Penh 3 (2); Cholera, Calcutta (23), Negapatam (1), Rangoon (4), Tuticorin 16 (11), Bangkok 17 (9), Pnom Penh 1 (1); Small-pox, Basrah 8 (2), Bombay 22 (23), Calcutta 13 (7), Karachi 16 (4), Madras 54 (6), Negapatam 7 (5), Rangoon 3, Vizagapatam 6, Colombo 1, Samarinda 4, Halphong 14 (11), Pnom Penh 22 (14), Shanghai (8), Canton 16 (1), Macao (14), Dalren 1 (1), Mukden 3 (1).

DANISH FAIRY-TALE WRITER.

HANS ANDERSEN AND HIS COUNTRYWOMAN.

Miss Daisy Neerborg a young Danish lady is a talented dancer and moreover she is extremely beautiful, having been proclaimed Denmark's beauty queen at the recent competition held at Copenhagen, the Danish metropolis, on which occasion the title of Miss Denmark was conferred upon her. She is also keenly interested in art and possesses a vivid imagination, and the last idea she has launched will most certainly be received with great interest by innumerable Hans Andersen enthusiasts and others all over the world.

In connexion with the approaching 125th anniversary of the birth of her famous countryman the fairytale writer Hans Andersen, she has thrown out the suggestion that young sculptors should create the fairy-tale characters of the master to embody artistic conception of the present day, and this has resulted in the formation of a society in Copenhagen for the purpose of realising this proposal in the most efficient manner.

Miss Neerborg contends that although the immortal fairytales of Hans Andersen will continue young and crisp through the ages, the high-flown imagination of modern youth will re-clothe the characters in other garments than those used at the time the tales were written. The fairy-tales remain, but the conception of them must, of necessity, alter with the ages, which of course cannot be denied. And whereas formerly it was the illustrators who gave their imagination form in the character of their drawing, Miss Neerborg wants modern artists to fashion the characters from the pages themselves, and so to speak personify them in the present day doll vogue. Children as well as young ladies cannot but become enthusiastic about such a gallery of plastic Andersen fairy-tale dolls.

At the same time it would be extremely interesting, says Miss Neerborg, to ascertain which of the fairy-tales enjoys the greatest popularity in the different countries. Sentiments and conceptions vary widely in the different parts of the world, and it would be highly interesting to be able to determine the order of the popularity of the fairy-tales throughout the world. She therefore directs an appeal to all readers, through these lines, to send her a reply to the question: Which one of Hans Andersen's fairy-tales do you like best? and it is the devout hope of Miss Neerborg that millions of readers of Hans Andersen's fairy-tales will respond to her request and send her a postcard containing the desired reply.

The address of the lady is: Miss Daisy Neerborg, C/o Neerborg Company, Post-box 38, Copenhagen K, Denmark.

£100,000 GEM LEFT BY BANDITS.

DIAMOND THAT IS TOO FAMOUS.

New York, Jan. 17.—Five young men, working with a precision that is usually only born of long experience, held up the shop of a well-known jewellery firm in Park-avenue—the world's richest residential thoroughfare—to-day, and escaped with gems valued at £40,000.

The robbery was one of the most daring and spectacular to occur here for several years.

The shop, which is on the ground floor of an exclusive apartment house, has no show windows, and the door of it is always locked.

The door was opened to the bandits by the manager, and as soon as they were inside it was shut behind them.

Thus they were enabled to collect and hoard the precious stones from safe and showcases undisturbed.

Revolver Hold-Up.

Immediately on entering, the men drew blue-steel revolvers and hustled the manager, his girl secretary, a clerk, a special policeman, employed as a guard and a visiting jeweller into a back room, where they bound and gagged them and tied them together in a bundle, as it were.

Two of the gang removed their hats, in order to appear as though they were employed in the shop, and proceeded to loot show cases at their leisure.

The bandits, however, left behind them the world-famous Nassak diamond, worth £100,000, which once lighted the darkness of an Indian temple.

They picked it up, admired it and carefully placed it back in its case, probably because they realised the impossibility of disposing of it. The police say to-day's affair is the largest New York hold-up since the notorious Gerald Chapman, who was afterwards hanged for murder, staged the million dollars mail robbery a number of years ago—reiter.

Just over a year ago the Nassak diamond was sold by the Duke of Westminster to M. Mauboussin, the French jeweller, who has an establishment in New York.

It weighs about 80 carats.

History traces the stone back to 1708.

During the 18th century it was an eye in the forehead of the image of a deity in the Temple of Nassak, in the Godavery Valley, India.

Its removal from there was credited to Warren Hastings.

Experts say the Nassak gem came originally from Golconda.

A hundred years ago it was sold in London for 12 dozen £10 notes. Now £80,000 is the lowest guess at its value.

THEATRE ROYAL

BOXING

NEXT
TOURNAMENT
SATURDAY,
2nd MARCH.

JOHN GILBERT GRETA GARBO IN LOVE

From Lyof N. Tolstoi's famous novel.
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OUR BERLIN LETTER.

FIRE-BRIGADE-RESOURCES TAXED.

Berlin, Jan. 15.
The turn of the year has seen a large number of big fires in Berlin. They followed each other in such rapid succession that the Berlin Fire Brigade was kept in continual activity and focussed upon itself general attention. To what are these fire due?

In the first place it is to be noted that 50 per cent. of the three or four thousand which have occurred in Berlin during recent years, have been caused by carelessness and negligence. Their number always increases greatly when weather conditions require augmented heating in private houses, and since the mercury has stood unusually low in the thermometer during the last few weeks, it was only natural that the demands made upon the 100 stations of the Berlin Fire Brigade should prove exceptionally large.

These demands have been admirably met. Indeed, what the staff of this brigade, with its modern equipment, has over and over again accomplished in the interval between the alarm given by the alarm apparatus and the return of the engines after extinguishing the fire is quite remarkable. The brigade, which consists of over 2000 men and owns over 600 vehicles, is not only equipped with every modern means of combating fires but is provided with every known appliance for the protection of the firemen and the saving of life.

Among the fires which occurred of late, there was one in a cinema film factory. It broke out with such suddenness and was accompanied by such volumes of smoke that no fireman could enter the premises to rescue the people entrapped there without being completely clad in a special suit impervious to gas and capable of resisting great heat.

Respirators and life-restoring apparatus also play a leading part in all cases of fire; they are called for, on the average, fifteen times daily in Greater Berlin. Altogether, the demands made upon the Berlin Fire Brigade are such that only a stern devotion to duty makes it possible to stand the strain.

Animated Stock-Taking Sales.

New Year's Day being an official holiday in Germany, as in most Continental countries, the shops of Berlin were closed on that day. But, with their reopening, a busy time set in. The stock-taking sales had begun. Every up-to-date means was employed to catch the eye of the passer-by and to rivet his attention on the "reduced" prices. Coloured placards were to be seen on walls and windows. Flags flew on the roofs.

Quite early in the morning careful housewives formed queues in front of the entrances to the different stores. The demand is mainly for articles of use, particularly clothing. For the purchase of these necessities many a household had to leave a number of Christmas wishes unfulfilled in order to save the money for "practical" expenditure at the stocktaking sales.

The weather was propitious. After a rainy and somewhat mild spell just before the holidays, frost set in and induced people to buy winter clothing, which had hitherto hung fire. This is a matter of considerable importance, inasmuch as these annual sales exercise a great influence upon German trade now that there is so much less money in circulation than was formerly the case. How closely the masses of the people have to live may be rather from the fact that the price of such an important food-stuff as butter had to be reduced in order to dispose of it; and this took place at a season of the year when the production is curtailed by nature: obviously, therefore, the fall in prices was due to a restriction in demand. Large numbers of the population who, during the Christmas festivities, have consumed more than their ordinary rations of butter, are afterwards compelled to seek less or to resort to substitutes. Hence, though Berlin at the present time wears the festive appearance characteristic of the season and though many a tradesman and many a merchant can view the future with less anxiety than has been the case in the past, the hard fact remains that the standard of living in Germany lies considerable below the prewar level.

The *Edipus Dramas*.
Sophocles' "Edipus Rex" and "Edipus Coloneus" doubtless constitute the most powerful tragedy known to literature. These two dramas are now being staged in a combined performance in Berlin. It was indisputably a bold thing to attempt, for it meant making some very inclusive abridgements in the plays. But under the direction of Professor Leopold Jessner, the thing has now been done with great success at the State Theatre.

Naturally the matter has aroused a great deal of comment—critical and otherwise—in dramatic and literary circles. However, it cannot be denied that the performance is wonderfully perspicuous and harmonious. Admirably assisted by Herr Hans Polz in the singing and by Herr Fritz Kortner as a

most profound and thrilling *Edipus*, Professor Jessner has succeeded in presenting most effectively the pith of the whole dramatic story.

The scenery of "Edipus Rex" consisted of a tall mycenae castle with lattice gates and winding staircase. The "Coloneus" opens with an undulating landscape, in the background of which *Edipus* walks slowly across a hill and disappears in the grey light. The stage illumination is a remarkable success. The most impressive scene is in a short entrance. Here, in the battle between the men of Thebes and the men of Athens, the spectator is shown clouds racing across a nightsky, the warriors, armed with small round shields and with lances, file past in seemingly endless numbers, their tread accompanied by the marching rhythm of the music.

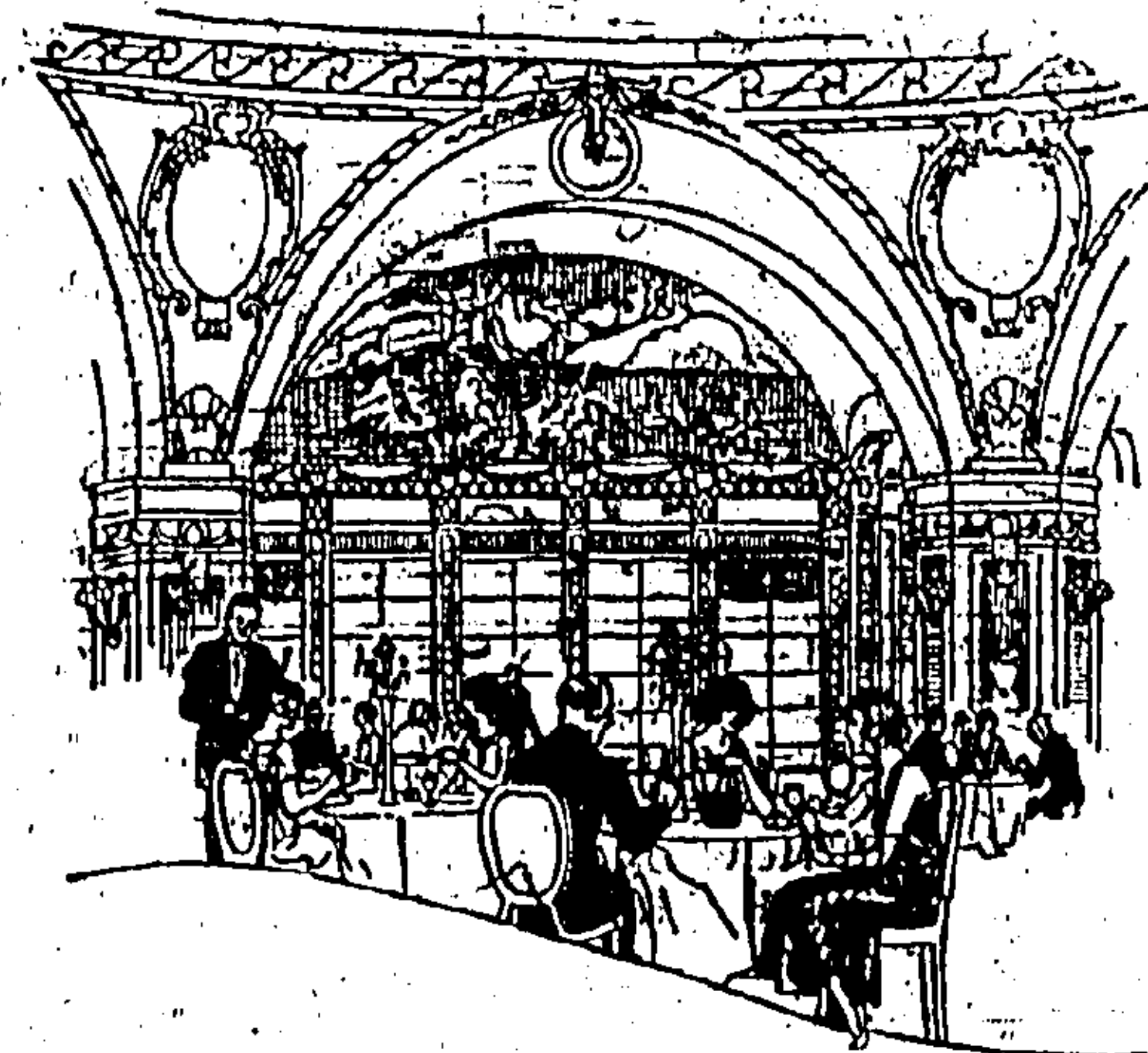
As regards the acting, a most striking feature is the marvellous capacity shown by Kortner in changing from the king in all the vigour of early manhood to the beggared and tattered old man of the "Coloneus." Moreover, his delivery, which is a matter of such importance in classic drama, was as unexceptionable as ever.

The whole was a vast embodiment of the heathen dread of fate and well deserved the cordial reception accorded to it on the "first night." The audience—among whom were to be seen Dr. Strassmann, the Foreign Minister, and many representatives of art and science—applauded unceasingly and brought the manager and his actors before the curtain. But the "first" night was only a first night; this original presentation of "Edipus" is destined to see many another in which the grateful enthusiasm of the inhabitants of Berlin will be mingled with the applause of Berlin's numerous foreign guests.—By Gunther Gerike.

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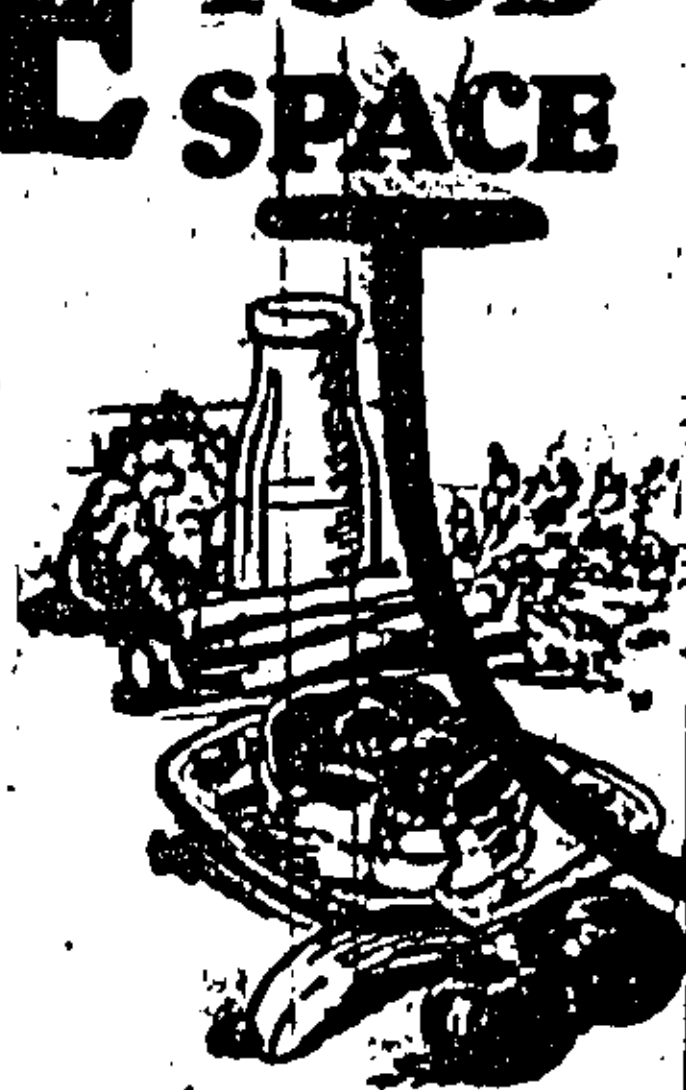
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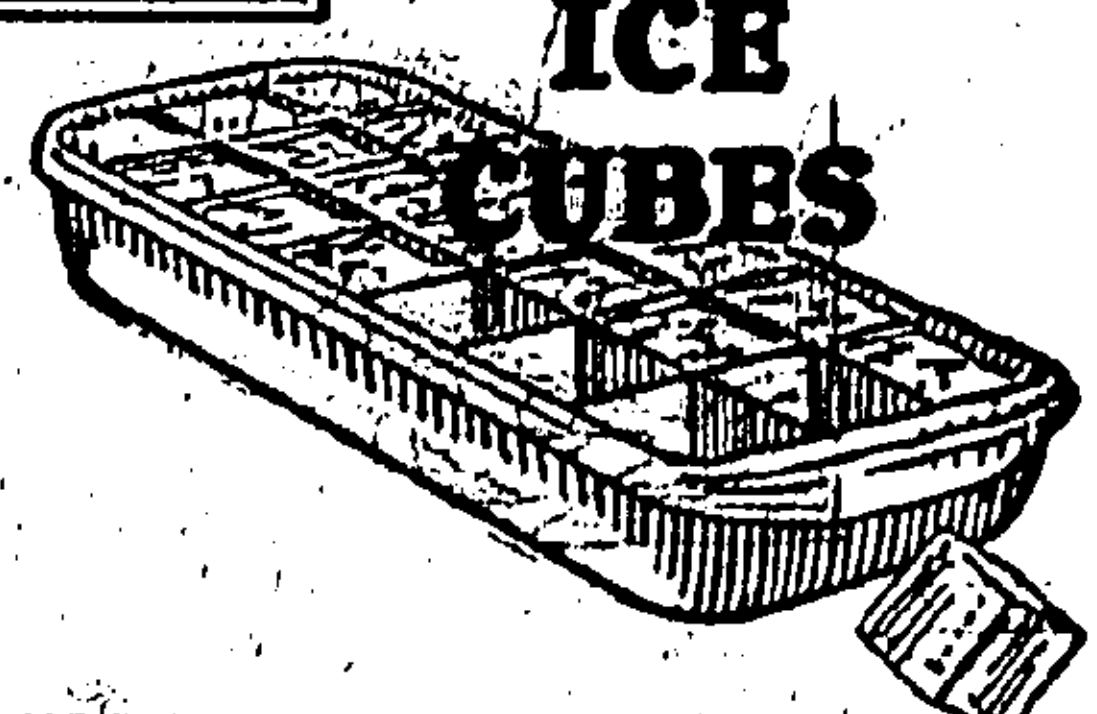
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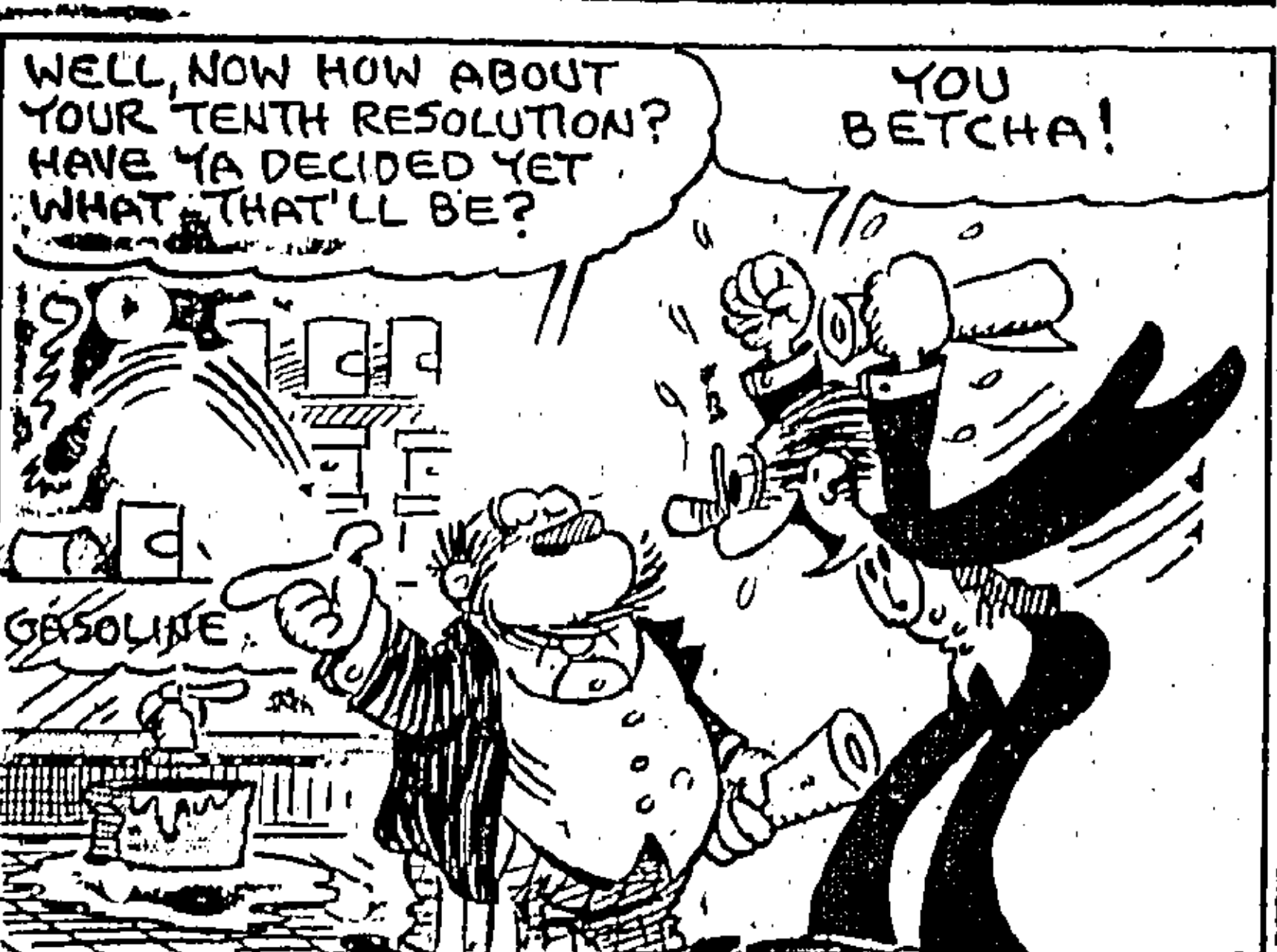
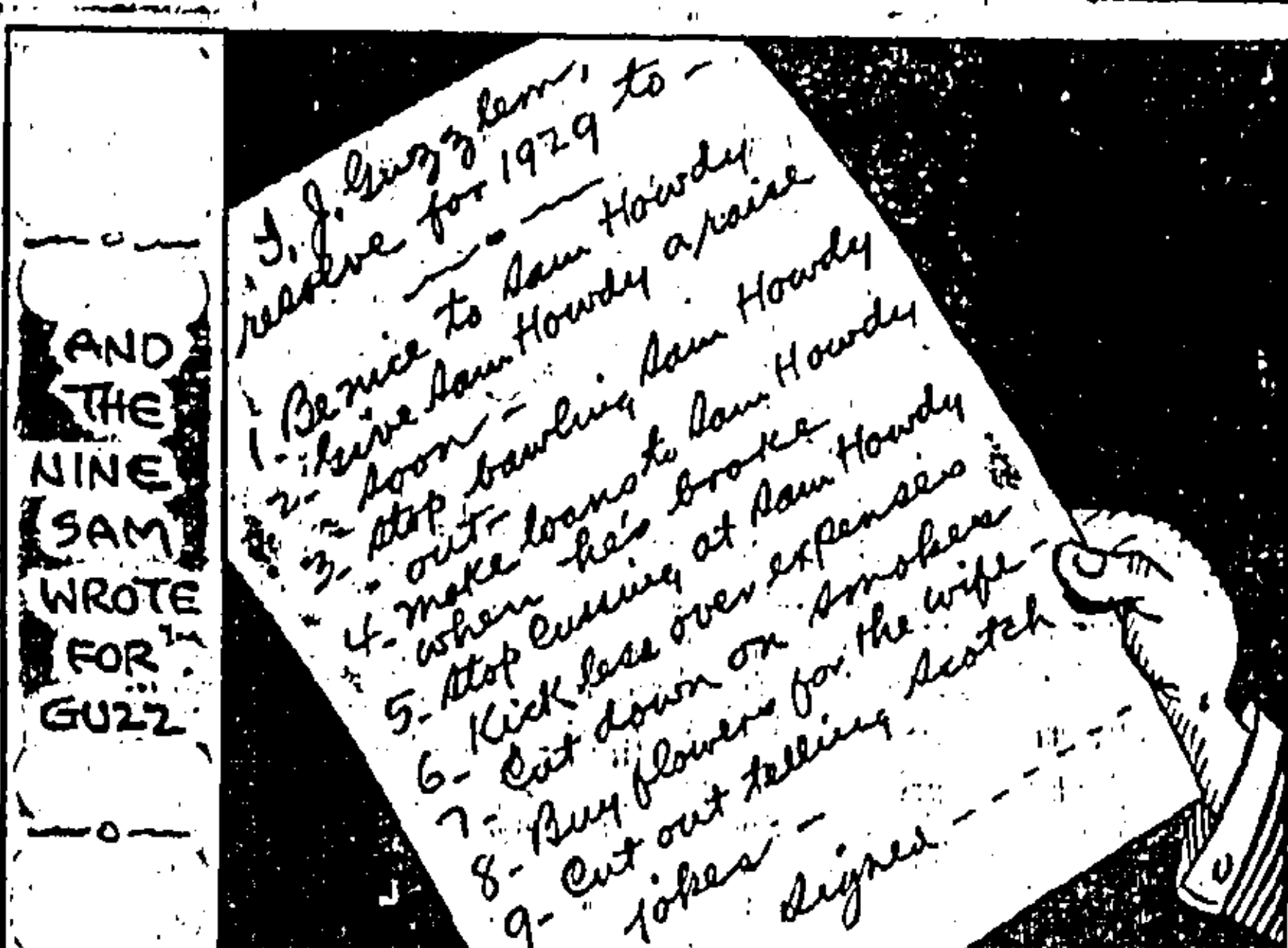
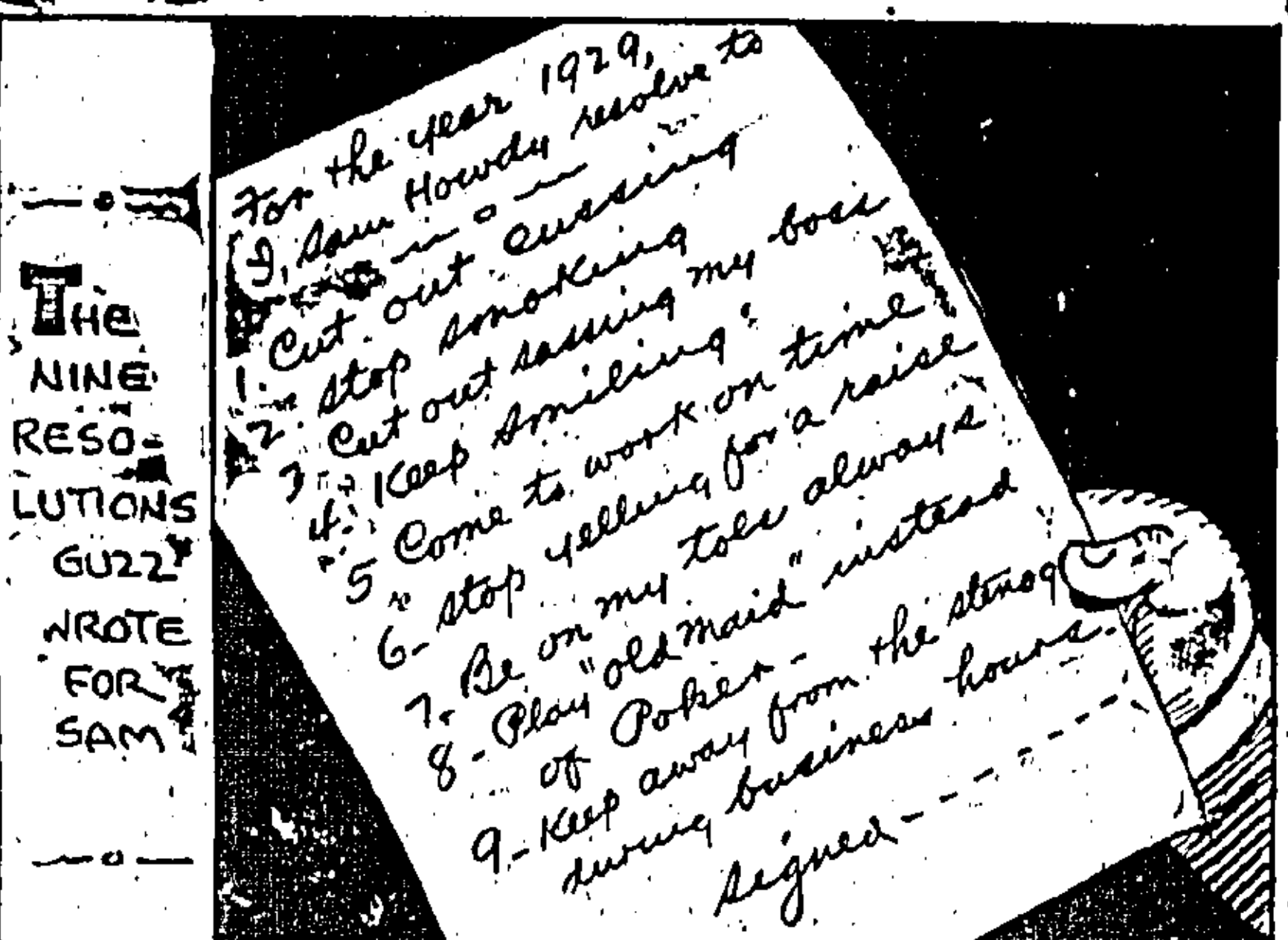
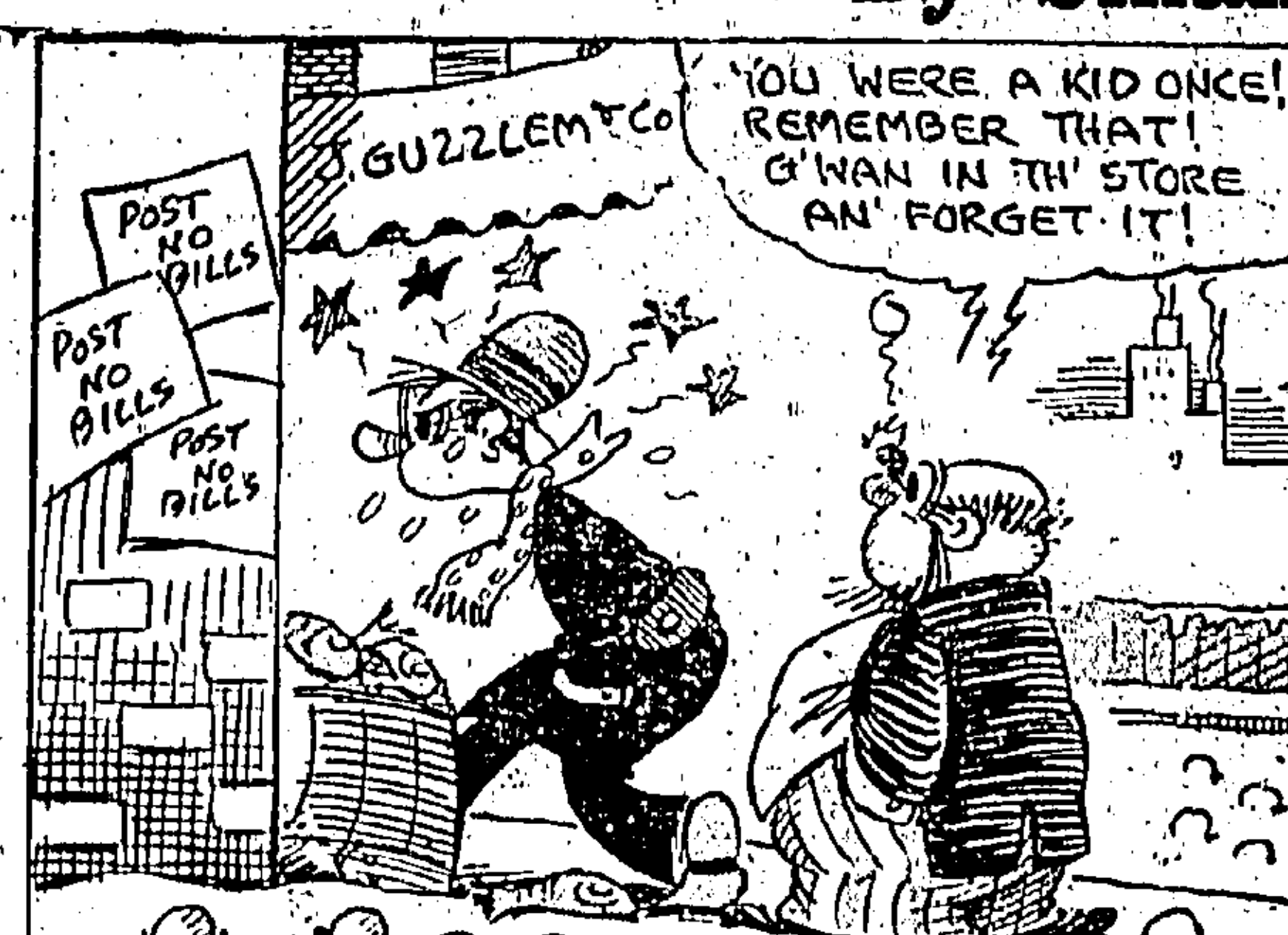
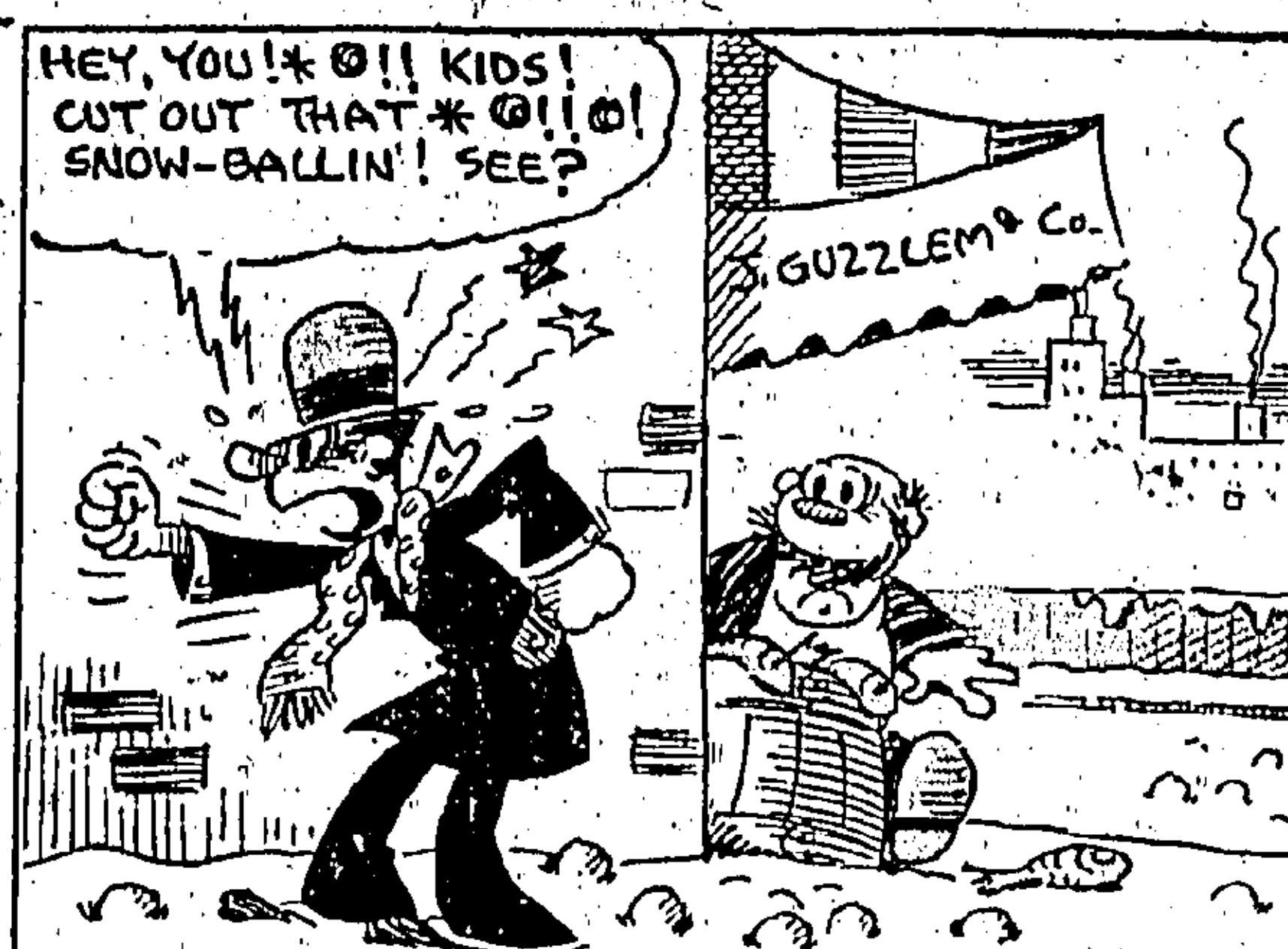
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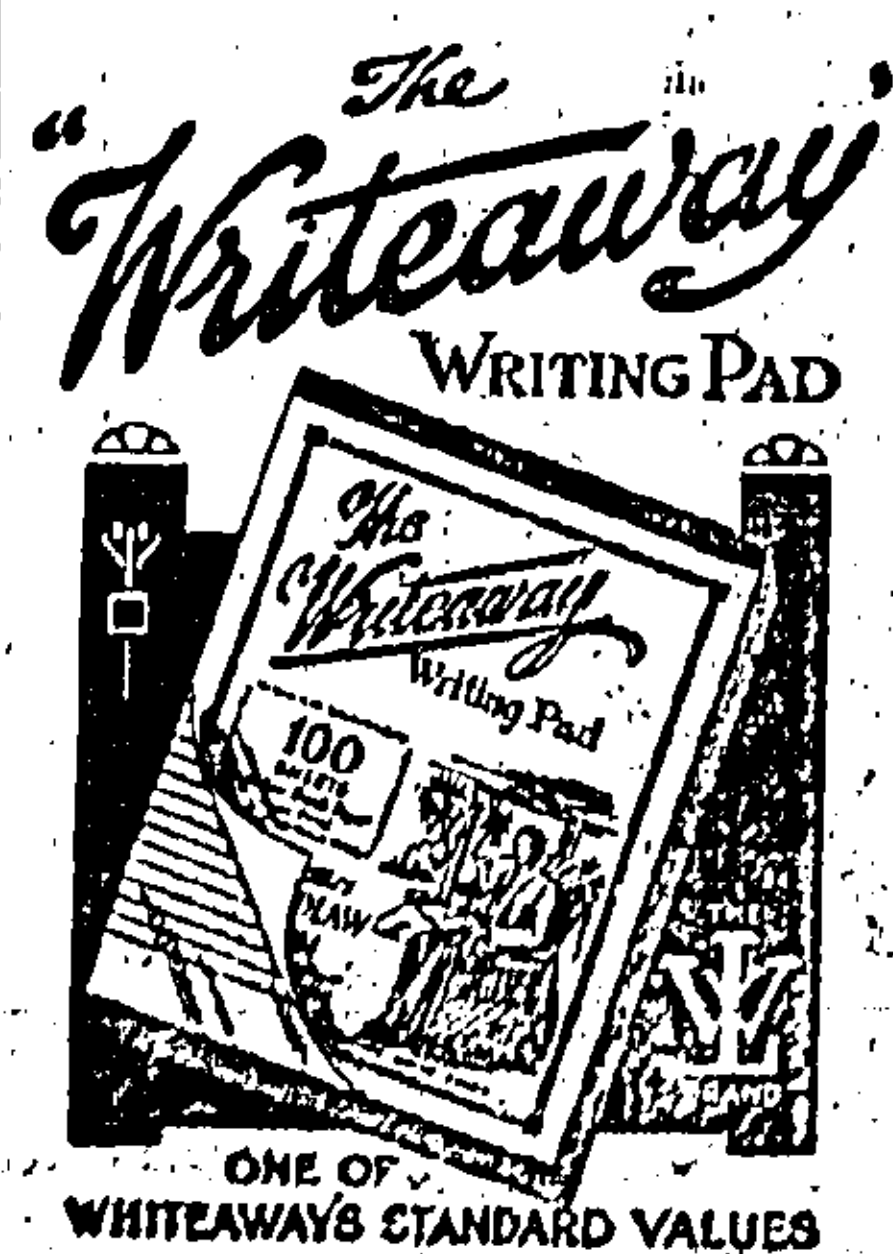
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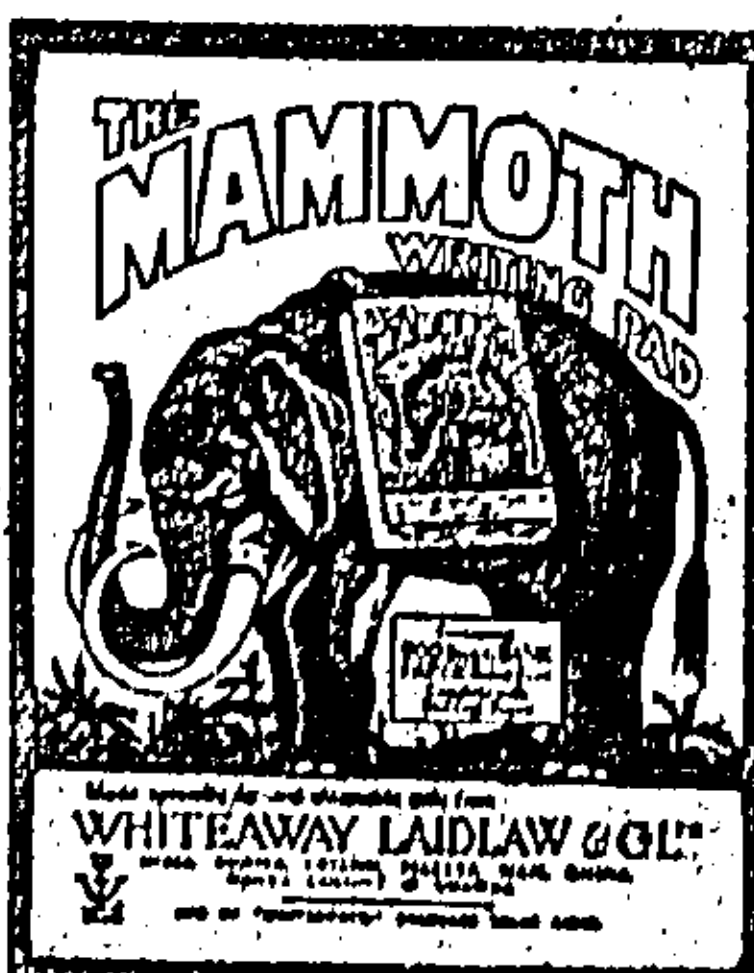


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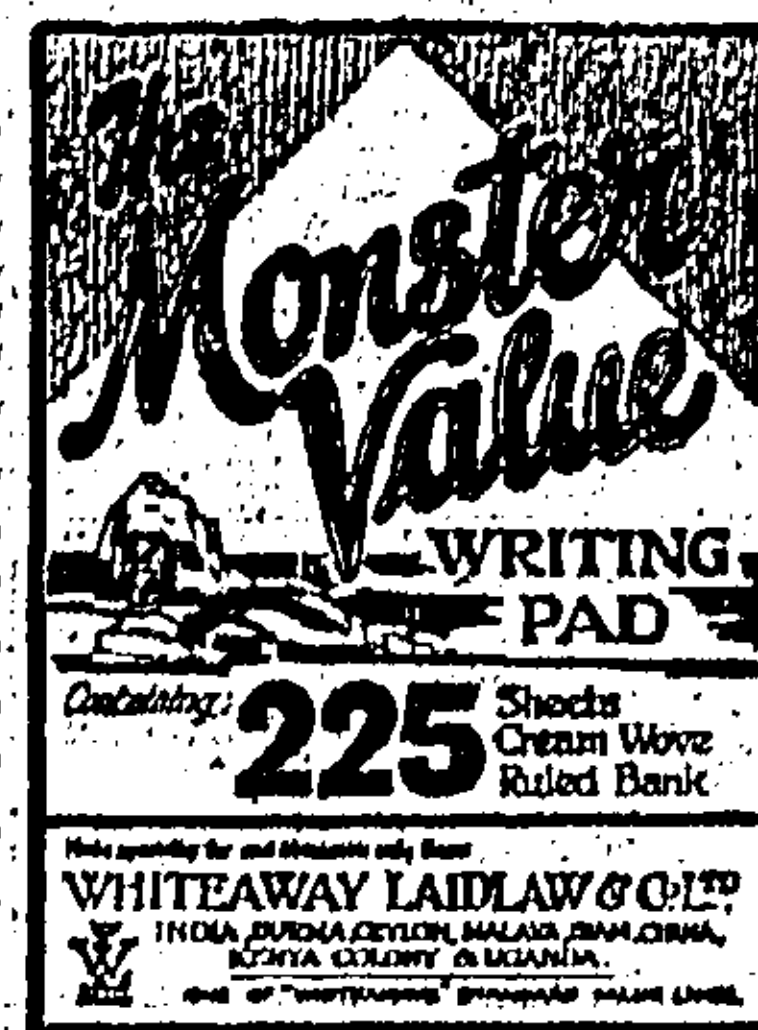
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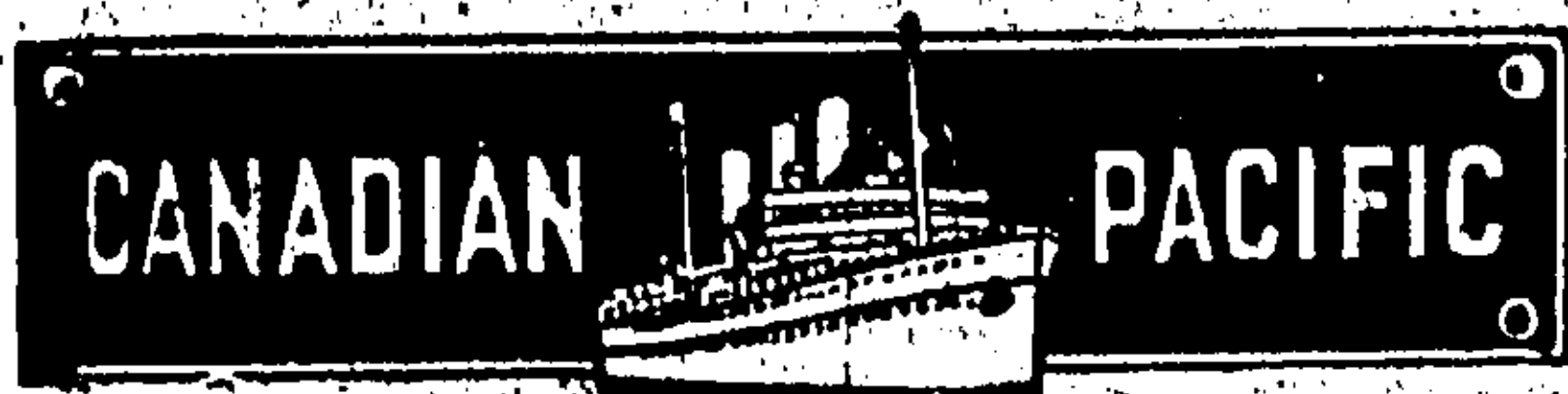
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EMPEROR OF RUSSIA	Mar. 0	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 7
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
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Mar. 8	Mar. 10	EMPEROR OF ASIA	Mar. 15

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M.V. "SUMATRA"	21st April
M.V. "FORMOSA"	2nd May

SHANGHAI, JAPAN PORTS and VLADIVOSTOK.

M.V. "SUMATRA"	14th March
M.V. "FORMOSA"	25th March

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To YOKOHAMA via Shanghai & Kobe.

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G. METZINGER	12th Mar.
ANDRE LEBON	26th Mar.
PORTHOS	9th Apr.
CHENONOEUX	23rd Apr.
ATHOS II	7th May
D'ARTAGNAN	21st May
SPHINX	4th June

ANDRE LEBON	26th Feb.
PORTHOS	12th Mar.
CHENONOEUX	26th Mar.
ATHOS II	9th Apr.
D'ARTAGNAN	23rd Apr.
SPHINX	7th May
G. METZINGER	21st May

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THE CHINA COAST.

RECENT CHANGES AND APPOINTMENTS.

Captain E. D. Penhale, of the Changchow, has gone master, Yingchow. Captain W. L. Shinn, from reserve, has gone master, Changchow. Mr. J. R. Lilley, chief officer, Shantung, is on reserve. Mr. F. Gibbs, from reserve, has gone chief officer, Shantung. Captain C. Harris-Walker, from reserve, has gone master, Tean. Captain E. H. Hildet, of the Tean, is on reserve. Captain J. Pringle, of the Chihua, is on reserve. Captain D. N. Richards, from reserve, has gone acting master, Chihua. Mr. G. Wright, chief officer, Chihua, is on Home leave. Mr. R. Chihua, from reserve, has gone chief officer, Chihua. Mr. J. H. McLaron, second officer, Szechuen, is on reserve. Mr. D. Needham, from reserve, has gone second officer, Szechuen. Mr. W. E. French has been appointed second officer, Hulchow. Mr. T. P. Beatty, chief officer, Taming, has gone chief officer, Sinkiang. Mr. J. Robinson, chief officer, Sinkiang, has gone chief officer, Kalgan. Mr. P. F. M. de Freitas, chief officer, Kalgan, is on Home leave.

Captain W. J. Andrews, of the Yingchow, is on reserve. Mr. C. W. Rendall, second officer, Wanshan, has gone acting chief officer, Kintang. Mr. E. M. Swan, chief officer, Kintang, has gone chief officer, Wanshan. Captain A. Cook, of the Ninghai, has gone master, Chennan. Captain N. Hardie, of the Chennan, has gone master, Ninghai. Mr. P. R. Chepman, chief officer, Chennan, has gone chief officer, Ninghai. Mr. D. Brochie, chief officer, Ninghai, has gone chief officer, Chennan.

Mr. C. Johnson, extra second officer, Hsin Peking, has gone second officer, Yingchow. Mr. B. Byrdlovsky, from reserve, has gone second officer, Whangpu. Mr. D. McG. Holmes, second officer, Shengkang, is on reserve. Mr. R. McLean, from reserve, has gone second engineer officer, Huph. Mr. R. E. Holden, extra second officer, Leongwo, is on reserve. Mr. J. McLeary, from Home leave, has gone second officer, Leongwo. Mr. L. H. Johnston, from reserve, has gone second officer, Foonshing. Mr. R. J. Evans, second officer, Kwongsang, has gone second officer, Yatsing. Mr. J. H. Telfer, second officer, Kwongsang, has gone second officer, Yatsing. Mr. W. McElbhip, from reserve, has gone third officer, Kwongsang—Shipping and Engineering.

THE GARTER MISSION.

JAPANESE RECEPTION COMMITTEE.

Tokyo, Feb. 15.

The reception committee for the Garter Mission has been officially appointed.

It is headed by Prince Chichibu, and includes Baron Hayashi, Viscount Keimin, Mr. Matsudaira, Mr. Iyemasa, Mr. Tokugawa, who is shortly returning from Sydney, Major General Haruhiko Ninomiya and Rear-Admiral Ominato.

[This has reference to the mission by the Duke of Gloucester to present the Emperor of Japan with the Order of the Garter.]

London, Feb. 15. In Labour circles, although regret is expressed at the rejection by the employers of organisation of the Mond-Turner report, it is believed that the Council of the Trades Union Congress will without hesitation accept the invitation extended to attend the joint conference.—British Wireless.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres. 1.48 p.m. Weather Report. 5.30-6.30 p.m. Demonstration Programme. 7.48 p.m. Evening Weather Report. 8 p.m. Evening Programme (Columbia Records). "The Bat" (J. Strauss). Selection, Johann Strauss and Symphony Orchestra. Dance Music. 8.30 p.m. "Siegfried" (Wagner). Band of the Garde Republicaine. "Lohengrin's Narration." "Lohengrin's Farewell." Tenor, William Heseltine. Dance Music. 9 p.m. "Spinning Wheel." "Songs My Mother Taught Me." Cello Solo, W. H. Squire. Dance Music. 9.45 p.m. "Casse Noisette Suite" (Tchaikovsky). B. B. C. Wireless Symphony Orch. Dance Music. 10.10 p.m. News Bulletin. Dance Music. "Chevalier Medley." Percival Mackey's Band. God Save the King. 10.30 p.m. Close Down. The evening service from St. John's Cathedral will be broadcast tomorrow, commencing at 5.55 p.m.

LETTER GOLF.

This is the time of year to SHOP for a GIFT or two hence to-day's puzzle. Par is five.

S	H	O	P
G	I	F	T

1—The idea of letter golf is to change one word to another and do it in a, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW, HEN.

2—You can change only one letter at a time. 3—You must have a complete word of common usage, for each jump. Slang words and abbreviations don't count. 4—The order of letters cannot be changed. One solution is printed on another page.

SALVATION ARMY.

THE POLICE OF THE NEW LEADER ANNOUNCED.

London, Feb. 15.

It is understood that General Higgins, the new leader of the Salvation Army, is consulting with his principal officers with a view to making such reforms in the constitution of the Army as will obviate what has been described as the autocracy of its command. At the same time, the new General has made it clear that he regards himself as an autocrat in all matters spiritual.—British Wireless.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"COMPIEGNE"

Arrived Hongkong on 14th Feb., 1929, from MARSEILLES, &c. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Saturday, the 23rd February, 1929, or they will not be recognised.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Wednesday, the 20th February, 1929.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 14th February, 1929.

NEW FRENCH WORDS.

EDITOR'S PLEA FOR ENGLISH EXPRESSIONS.

Paris, Jan. 10.

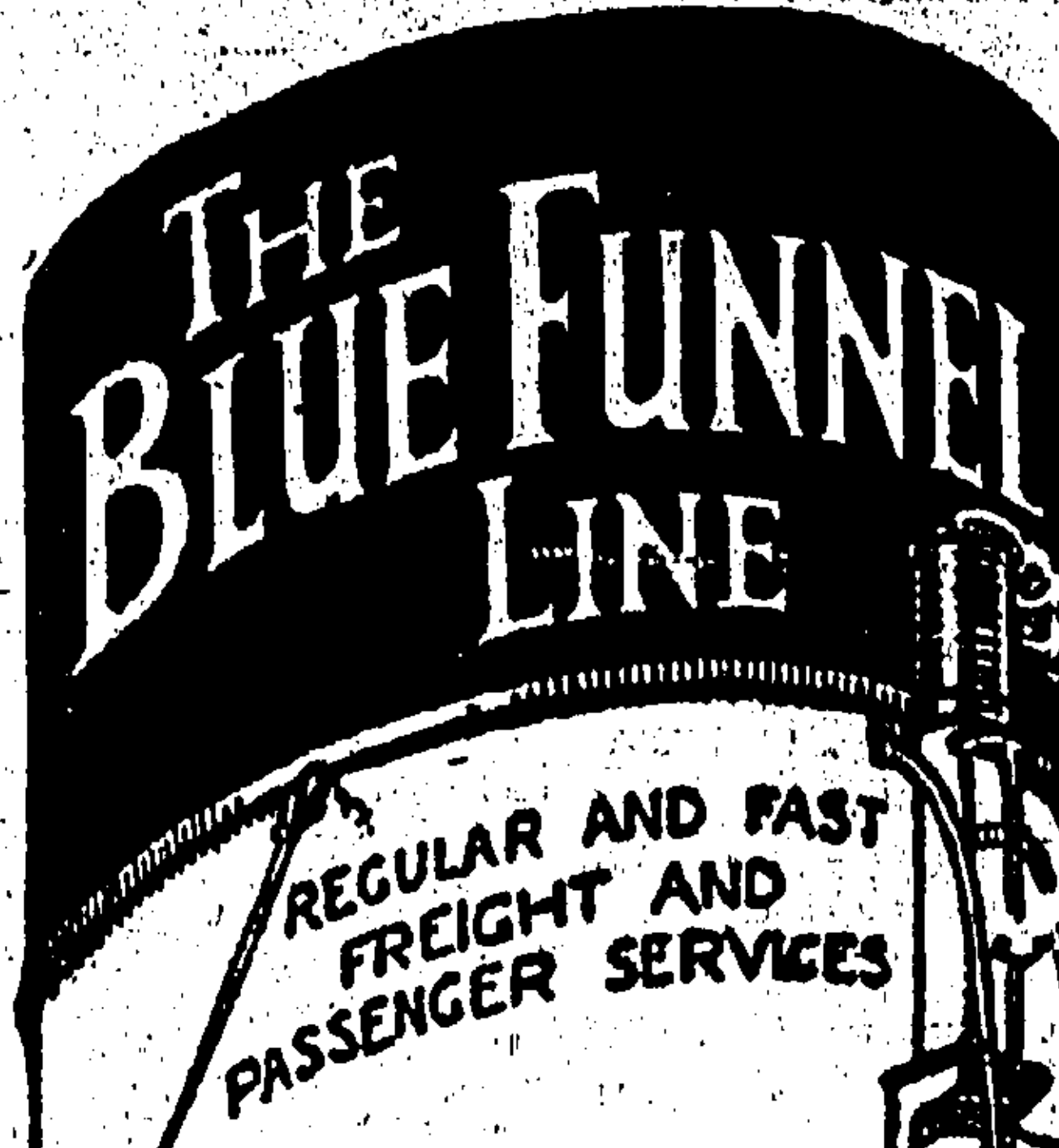
From time to time agitations are got up by purists who object to the introduction of foreign words into the French language. A champion on the foreigners' behalf has now come into the lists. M. Louis Forest, in his weekly sheet, "L'animateur des Temps Nouveaux," declares that many foreign words in a language are justified by their conveying a meaning, or shade of meaning, that no native word possesses.

"As a result of international relations," he says, "languages interpenetrate one another more and more every day." The good ones will be kept, the bad dropped. "Our tongue has been enriched in the course of centuries by foreign expressions that in their origin were mere neologisms."

Among welcome modern additions to French M. Forest cites: "interview" (with its verb "interviewer"), which in the journalistic sense has quite a different meaning from the French "entrevue"; "detective," far more elegant than "policier"; "lockout" which can only be rendered by a periphrase; "flirt" which comes direct from "fleurter," and is not less charming; "clown," which it would be tiresome to replace by "pitre-acrobate"; "star," not so good as "etoile," but impossible to banish from the films; "iceberg," which makes us shiver down the spine; "folklore," which captivates us; how many more.

Many a Frenchman still rejects "pullover" who will cheerfully call for his "waterproof."

One new word, however, perhaps M. Forest would reject himself in French, as warmly as we should in English. Before the France-Ireland Rugby match the sporting paper, "L'Auto" printed: "The Irish got out at the Gare du Nord in bowler hats and knickerbockers."



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"SARPEDON"	20th Feb.	M's, London, R'dam & G'row
"ACHILLES"	5th Mar.	M's, London, R'dam & H'burg
"PATROCLUS"	20th Mar.	M's, London, R'dam & G'row

LIVERPOOL SERVICE

"BELLEROPHON"	20th Feb.	Genoa, Havre, Liverpool & G'row
"KEEMUN"	20th Mar.	Genoa, Havre, Liverpool & G'row

PACIFIC SERVICE

via Kobe & Yokohama

"IXION"	21st Feb.	Victoria, Vancouver & Seattle
"TENDAREUS"	9th Mar.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LAOMEDON"	10th Apr.	New York, Boston & Baltimore
"BHEXENOR"	8th May	New York, Boston & Baltimore

INWARD SERVICE

"DEMODOCUS"	17th Feb.	S'hai, Moji, Kobe & Yokohama
"EURYADES"	20th Feb.	S'hai, Kobe, Yokohama & Yoko.

PASSENGER SERVICE

"SARPEDON"	20th Feb.	Singapore, Marseilles & London
"PATROCLUS"	20th Mar.	Singapore, Marseilles & London

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Pres. Pierce	Tues., Feb. 26th	Pres. Madison	Tues., Feb. 19, 6 a.m.
Pres. Taft	Tues., Mar. 12th	Pres. Jackson	Tues., Mar. 5th
Pres. Jefferson	Tues., Mar. 26th	Pres. McKinley	Tu, Mar. 19th
Pres. Lincoln	Tues., Apr. 9th	Pres. Grant	Tues., 2nd Apr.

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Ruth Alexander	Sun., Feb. 24, 6 a.m.	Pres. Monroe	Sun., Apr. 7th 8 a.m.
Pres. Garfield	Mon., Mar. 10, 8 a.m.	Pres. Wilson	Sun., Apr. 21st, 8 a.m.
Pres. Johnson	Sun., Mar. 24, 8 a.m.	Pres. V. Buren	Sun., May 6th, 8 a.m.

To Manila

Pres. Pierce	Feb. 16th, 6 p.m.	Pres. Taft	Mar. 2nd, 6 p.m.
Ruth Alexander	Feb. 24th, 8 a.m.	Pres. Garfield	Mar. 10th, 8 a.m.
Pres. Jackson	Feb. 26th, 6 p.m.	Pres. McKinley	Mar. 12th, 6 p.m.

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STEAMERS	DUE HONGKONG	DUE TO SAIL
TAIPING	8th March	15th March
CHANGTE	24th April	16th April
TAIPING	7th May	14th May
CHANGTE	11th June	11th June

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"CITY OF DELHI"	London, Rotterdam, Amsterdam & Hamburg	9th May

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"NAIRNBAK"	via Suez Canal	2nd April

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"TINHOU" 15th April

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TO KORE via MOJI	Namsang	Sun. 17th Feb at 7 a.m.
TO KORE via SHANGHAI, MOJI & YOKOHAMA	Kutsang	Tues. 26th Feb at 7 a.m.
TO STRAITS & CALCUTTA	Namsang Hosang	Tues. 5th Mar at 3 p.m. Satur. 16th Mar at 3 p.m.
TO SARDANAN	Hinsang Mausang	Wed. 20th Feb at 10 a.m. Satur. 9th Mar at 3 p.m.
TO CANTON	Hangsang	Wed. 20th Feb at 5 p.m.
TO TIENTSIN	Chipsing	Mon. 18th Feb at 4 p.m.

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Motor Vessel "GLENHARRY"	3rd Apr.
Motor Vessel "GLENHARRY"	1st May.
Motor Vessel "GLENBEG"	29th May.

TO SHANGHAI, KORE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENHARRY"	19th Feb.
Motor Vessel "GLENHARRY"	4th Mar.
Motor Vessel "GLENHARRY"	16th Mar.
Steamship "CAENARVONSHIRE"	1st Apr.

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AGENTS: THE GLEN LINE, LTD.

CONSIGNEES' NOTICES.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st February, 1929, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 7th March, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th February, 1929, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

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Hongkong, 14th February, 1929.

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HONGKONG PLANE MISHAPS.

LAND PLANE FALLS INTO MIRS BAY.

AIRMEN RESCUED.

Two sensational flying mishaps occurred in Hongkong yesterday involving a land plane and a seaplane, the latter coming to grief when trying to get alongside the land plane which was forced down in Mirs Bay. Fortunately there were no casualties of any kind among the four airmen involved, an immersion in the sea being the only consequences of a remarkable occurrence. The landplane, piloted by Lieutenant McIntyre, was forced down in Mirs Bay and unknown to the other pilots who came over to search for him he was taken off by a sampan and transferred to H.M.S. Thracian which was out on exercises.

The "Flycatcher" machine which Lieutenant McIntyre was piloting went up from Kai Tak aerodrome shortly after ten o'clock yesterday morning, being one of a number of machines to go out on a practice flight at that time. The "Flycatcher" type of machine is a single seater, this accounting for the fact that the only occupant was the pilot. The planes indulged in formation flying for some time and when the formation broke up the planes returned to Kai Tak individually.

Lieutenant Commander Abel-Smith was the last to see the plane piloted by Lieutenant McIntyre at about 11.30 a.m. when the flight split up. All the machines returned to the aerodrome with the exception of this one and about an hour later those at the aerodrome became anxious regarding the whereabouts of Lieutenant McIntyre.

A number of planes went up in search of the missing machines and flying over Mirs Bay they sighted the "Flycatcher" in the water. The machines in the air at this time were land planes and returned to Kai Tak to give information of the accident. A seaplane was prepared for the air as soon as possible and this took off with Lieutenant Keeling as pilot, Lieut. Commander Wales as observer and Telegraphist F. Theohald as wireless operator.

Scaplane Nearly Wrecked.

At this time it was not known whether Lieutenant McIntyre who, it is understood is attached to the 403 Flight of H.M.S. Hermes, was in the plane or not and the seaplane prepared to come down in Mirs Bay to investigate.

What happened while the seaplane was coming down is not quite clear but it made a bad landing with the result that part of the tail broke and for a moment it seemed as if the machine would turn turtle in the water.

At any rate it is clear that it was comparatively close to the water when the tail broke and it seems probable that the mishap was caused by the rough sea running at the time. In any case it speaks much for the skill of the pilot that the machine came to rest on the water at all, and although it was presumably caught by a wave and tilted over it remained upright with the engine still running.

Nothing went wrong with the engine, which continued to function even while the plane was down. The occupants were fully aware of their perilous situation and to reach the safest position they climbed on to the floats with some difficulty and remained there until sighted by a passing sampan. In turn they were picked up by H.M.S. Cornwall which was on exercises in Mirs Bay at the time.

Men From Both Planes Safe.

The fate of Lieutenant McIntyre was not known at this time but it transpired later that he too had been picked up from the "Flycatcher" by a sampan and later transferred to the destroyer Thracian which was also in the Mirs Bay vicinity. The cause of the initial mishap, the forced landing in Mirs Bay of the "Flycatcher," is not known at the moment but it seems likely that engine failure resulted in the

THE LATE MR. A. H. M. DA SILVA.

YESTERDAY'S FUNERAL.

The funeral of the late Mr. A. H. M. da Silva, who passed away at his residence on Thursday night, took place at the Roman Catholic Cemetery yesterday, the Rev. Father Granelli officiating.

There was a large attendance, including a number of local shareholders. The chief mourners were Messrs. J. A. B. Silva and F. J. B. Silva (deceased's two sons), Mr. M. A. Figueiredo (son-in-law), and his four grandchildren. Among those present were the Rev. Father Noval, Rev. Bro. Marcelan and Mr. J. M. da Rocha.

Among the wreaths sent were tributes from Messrs. S. A. and Harold Seth, the Committee and Members of the Club de Recreio, Mr. G. P. Lammert and Mr. and Mrs. L. E. Lammert.

Deceased was educated at Calcutta College, and came to Hongkong many years ago. He was for 30 years connected with Messrs. Simmons and Co., and later started on his own as a sharebroker.

He was confined to his bed last Monday, and his death occurred through heart failure.

Bishop of Lewes.

London, Feb. 15.

The death has occurred suddenly of the Bishop of Lewes, the Rev. W. C. Streetfield, who was only consecrated a fortnight ago.—*Reuter*.

[The Rev. William Champion Streetfield, M.A., had been Vicar of Eastbourne and Rural Dean since 1911, and was appointed Probenand and Canon of Nova Villa in Chichester Cathedral in 1914. He was born in 1865, and was educated at Marlborough College and Pembroke College, Cambridge. He entered the Ministry in 1889.]

WEST RIVER CHANGES.

CAPT. MIDGELEY RELINQUISHES COMMAND OF TAI LEE.

The s.s. Tai Lee, which went into Kowloon Dock to have her rudder repaired after grounding above Wangmoo, came out of dock yesterday morning, and berthed at her usual place. She had been in dock since February 6 and will resume her run to Kowloon on Sunday.

It is learned that her master, Capt. Midgeley, has relinquished his command and his place has been filled by Mr. D. Boulton, the Chief Officer of the s.s. On Lee.

In consequence of Mr. Boulton's appointment, Mr. Brown, the Chief Officer of the Kwong Fook Cheong became mate of the s.s. On Lee and Mr. Brown's position on the Kwong Fook Cheong has been filled by Mr. Thatcher.

The s.s. On Lee and the s.s. Kwong Fook Cheong both left for Kowloon yesterday evening.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
SHOP, SHOT, SOOT, SOFT, SIFT, GIFT.

land plane coming down in the sea.

It is learned officially that Lieutenant McIntyre has been rescued.

Both the "Flycatcher" and the seaplane were salvaged yesterday afternoon by a tug which took the damaged planes to the Naval Yard. When the occupants of the seaplane were rescued they first rowed to the "Flycatcher" but could see no sign of Lieutenant McIntyre but the plane appeared to be little damaged. When transferred to the Cornwall's boat they paid another visit to the "Flycatcher" which was still afloat at that time.

The seaplane is badly damaged and it was learned last night that it is highly improbable that either plane will be fit for further service. The seaplane was attached to the 442 Flight and it is understood that this is the first mishap in two years. Lieutenant Commander Wales is due for home leave in a fortnight; Lieutenant McIntyre first came to Hongkong in 1927.

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S.S. "CALULU" ... Sails on or about ... 4th March

S.S. "CHRONOS" 4th April

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H.M. GOVERNMENT)

S. S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,005	16 Feb. noon.	Marseilles, L'don & Hull
MAEDONIA	11,120	2nd Mar.	Marseilles & London
KHIVA	9,135	16th Mar.	Marseilles, London & Hull
PAVIA	5,907	18th Mar.	M's, L'don, Hull, A'werp, Rotterdam & Hamburg
KHYBER	9,114	23rd Mar.	Marseilles, L'don & Hull
MIRZAPORE	6,715	1st Apr.	Straits, Colombo & B'bay

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BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	25th Feb.	S'pore, Penang & Calcutta
TALAMBA	8,018	10th Mar.	S'pore, Penang & Calcutta
TALMA	10,000	18th Mar.	S'pore, Penang & Calcutta
SANTHA	7,754	11th Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1st Mar.	Manila, Sandakan, Thure
ST. ALBANS	4,500	30th Mar.	Island, Townsville, B'bane
ARAFURA	6,000	3rd May.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, India, Ceylon, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on the following—

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	9,135	17 Feb. 4 p.m.	Shanghai, Moji, Kobe & Yokohama
TALMA	10,000	23rd Feb.	Amoy, Shanghai, Moji, Kobe & Osaka
MIRZAPORE	6,715	24th Feb.	Shanghai, Moji & Kobe
MALWA	10,986	1st Mar.	Shanghai, Moji, Kobe & Yokohama
INAGORE	5,283	4th Mar.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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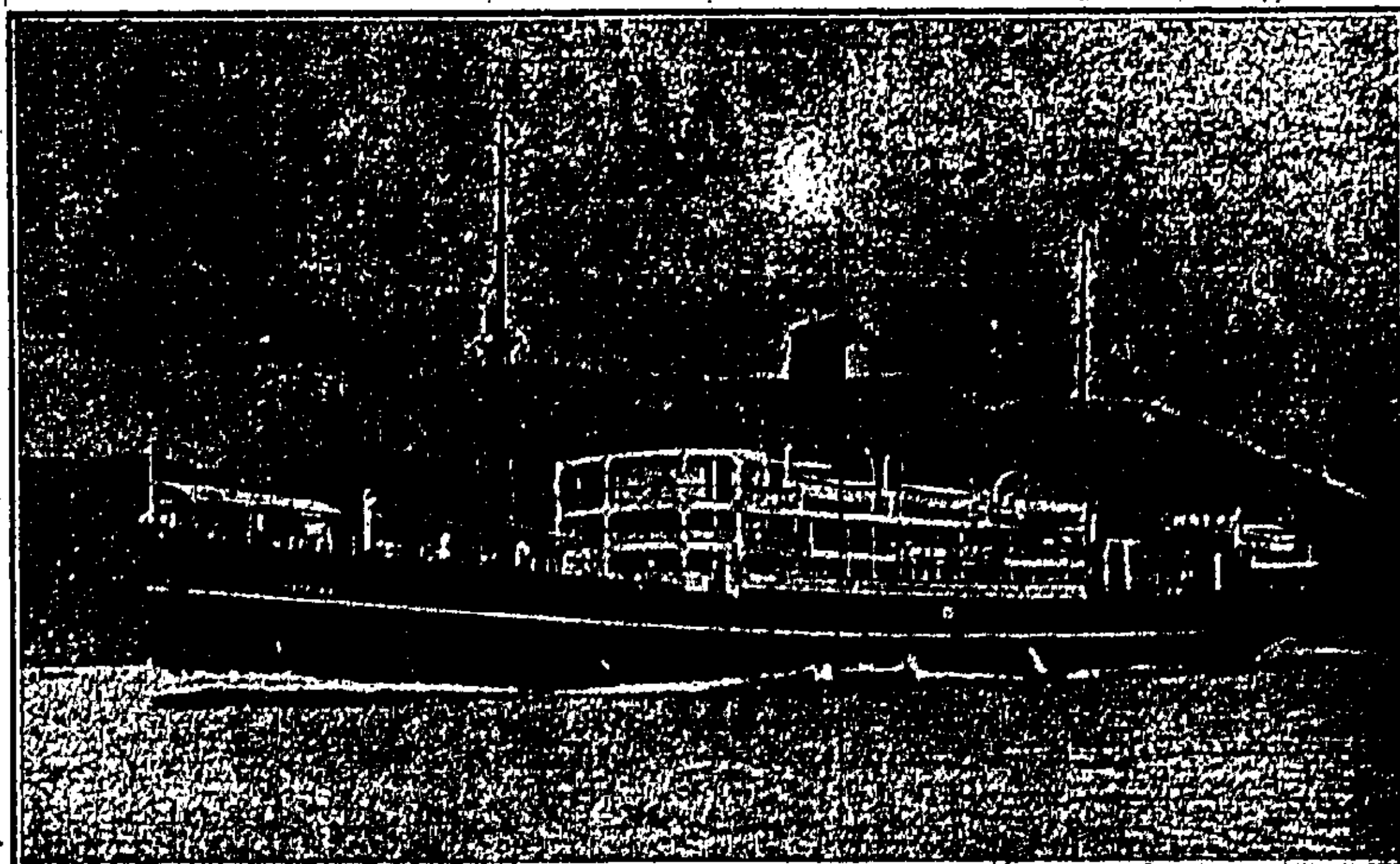
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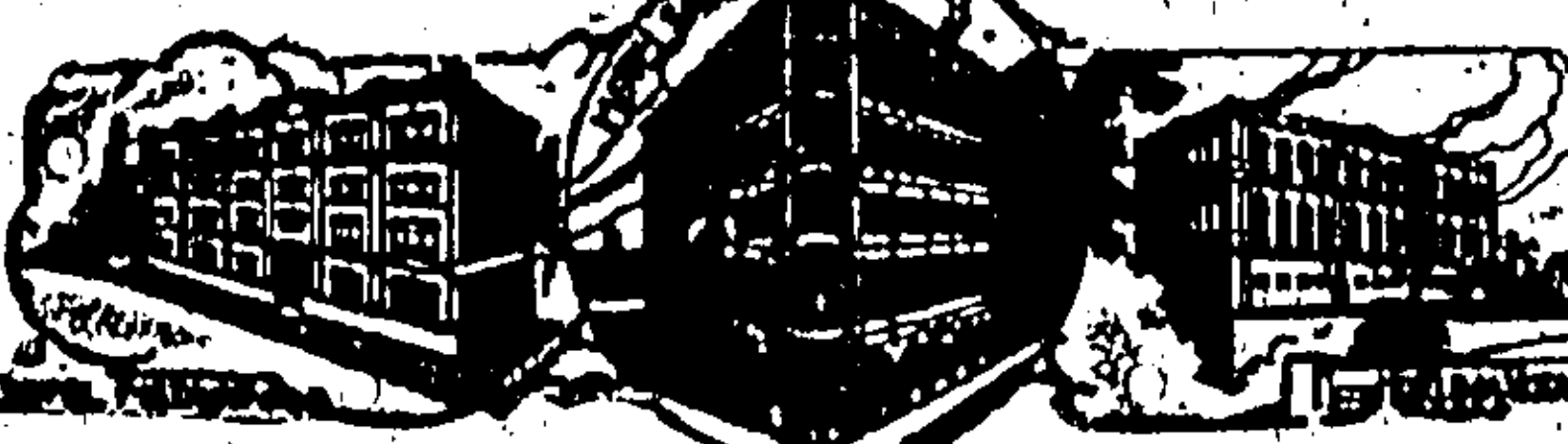
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CHARTER-PARTIES FOR THE AIR.

INTERESTING CEREMONY IN LONDON.

A NEW DEVELOPMENT.

London, Feb. 15.

Business circles took considerable interest in a little ceremony which took place in the City this morning, the occasion being the signing of an agreement between the Instone Company and the Imperial Airways Limited for the charter of an air freight-liner.

The Instone Company require the use of the air-liner to convey a quantity of television apparatus to Berlin.

The agreement is exceedingly important as it will form the basis of similar charter agreements regarding aerial services in the future.

It consists of sixteen carefully-drafted clauses on lines which introduce to the aircraft world the same principles as the shipping industry as regards chartering. It is thought that the charter-party will facilitate the employment of aircraft for business purposes.—*Reuter*.

CHEFOO OUTLOOK.

MISSIONARY WOMEN EVACUATED.

Naval wireless messages received from Chefoo this morning state that there is a rumour to the effect that Chang Tsung-chang is behind the movement against General Liu.

It is expected that General Liu will make a stand on a line five miles west of Chefoo, his opponents being some ten miles away.

Communications between Hwang-hai and Tengchowfu have been severed, but it is reliably stated that the situation there is quiet, as the opposing sides have already passed en route to Chefoo.

Missionary women have been evacuated from Hwang-hai, the men remaining. Men and women missionaries are still at Tengchowfu, and the United States Consul reports that they are safe.

Foreigners Safe.

Later.

A Japanese wireless message confirms the safety of foreigners in Hwang-hai and Tengchowfu. Both cities are quiet, Liu Chen-nien still maintaining his line on Freshwater River, but moving large quantities of ordnance to Muping.

Shih Shu-chien's forces are estimated to be twelve miles west of Chefoo. Fighting is not yet reported.—*Reuter*.

RECORDER'S PROTEST.

WARM REPUDIATION OF RATING APPEALS CHARGE.

Sheffield, Jan. 11. A dramatic protest was made by the Recorder of Sheffield (Mr. W. J. Waugh, K.C.) at the opening of the Quarter Sessions there against what he termed, "a scandalous charge" made against him in connexion with the hearing of rating appeals.

Observing that four rating appeals were on the list, Mr. Waugh continued that some years ago when the recommendations of a committee on the salaries of officials were being considered by Sheffield Corporation a member objected to any increase in salary to the Recorder, alleging that, as a landowner, he always decided in favour of the landlord when he had to try rating appeals.

"Had the Committee investigated the charge," he proceeded, "they would have found that although I was appointed in October, 1910, I have never tried a rating appeal during the period I have been Recorder. I have lain under this charge to the present time.

"Before I try these rating appeals, which are entered before me to-day, and which are the first I have ever had the chance of trying, I appeal from the silence of the Committee to you members of the Grand Jury to acquit me of this scandalous charge that I do not try rating appeals in accordance with law and evidence but for some corrupt motive in favour of a class of which, it is alleged, I am a member."

The foreman of the Grand Jury afterwards handed the following statement to the Recorder: "The Grand Jury consider that the charge was entirely without foundation, and ought never to have been made."

The Recorder thanked the Grand Jury for their vindication.

REALTY COMPANY MEETING.

REDUCED MORTGAGE INDEBTEDNESS.

STRIP OF LAND SOLD AT \$40 PER FOOT.

THE YEAR'S PROFITS.

It was stated by the Chairman (Mr. E. M. Raymond) at the shareholders' meeting of the Hongkong Realty and Trust Co., Ltd., held today, that the mortgage indebtedness of the Company has been reduced, in round figures, by two lakhs during the past financial year.

Satisfactory profits, enabling dividends totalling 60 cents per share to be paid, were reported, and the Chairman explained that during the year the Company disposed of a small strip of land forming part of the Cui-de-sac on the north-west boundary of the Exchange Building site at the rate of \$40 per square foot, subject to easements and a restrictive covenant in respect of the development thereof.

Chairman's Speech.

Addressing the shareholders, the Chairman said:—Gentlemen,—As the report and accounts have been in your hands for several days, I will, with your permission, treat the same as read.

The report of the Auditors is as follows:—"We report that we have audited the above balance sheet with the books and vouchers of the Company and have obtained all the information and explanations we have required, and in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December 1928, according to the best of our information and the explanations given to us and as shown by the books of the Company."

—Linstead & Davis, Chartered Accountants, Auditors, Hongkong, 25th January, 1929."

Land Sold.

This asset is accounted for by the fact that, during the year, your Board effected arrangements whereby the Company disposed of a small strip of land totalling 341½ square feet and forming a portion of a non-productive cul-de-sac on the north-west boundary of Exchange Building site, the price obtained being at the rate of \$40 per square foot, subject to easements and a restrictive covenant in respect of development thereof.

The terms of sale included an undertaking by the purchaser, that such area be utilised in conjunction with the remaining portion retained by this Company, for the sole purpose of a mutual right-of-way and, *inter alia*, reserved for this Company additional right-of-way facilities, over a new lane to be formed at the rear of the adjoining property.

Year's Profits.

The profit for the year under review, including the sum of \$26,027.66 brought forward from the preceding year and after setting aside \$29,705.47 for depreciation, amount to \$980,545.23. Deducting therefrom the interim dividend declared on 5th October, 1928, and amounting to \$60,000, a balance of \$120,545.23 remains, which your Directors recommend be apportioned as follows:—To pay final dividend of 30 cents per share, \$60,000; to transfer to General Reserve in order to bring such Reserve up to \$200,000, \$49,488; to carry forward to New Account, \$11,057.23; and I trust that this allocation will meet with the approval of shareholders.

From a perusal of the balance sheet, you will observe that, notwithstanding the payment of the interim dividend to which I have just referred, the mortgage indebtedness of the Company has been reduced, in round figures, by two lakhs during the financial period.

The Company's properties, both central and residential, have been well maintained and I am pleased to be able to state that same have been fully occupied during the year.

His Excellency the Governor has consented to unveil a portrait of the late Sir Henry May, G.C.M.G., former Governor of Hongkong and for twelve years the President of the Young Men's Christian Association of Hongkong, at the European Y.M.C.A. on Thursday next.

AFGHAN RIVALRY CONTINUES.

HABIBULLAH AROUSES THE PEOPLE.

TRIBE OPPOSITION.

Moscow, Feb. 15.

A message from Termez states that Habibullah, one of the pretenders to the Afghan Throne, is mobilising troops and requisitioning supplies without making payment therefor.

As a result, the population at Kugistan has revolted.

The chiefs of the Shinwari and Kugiani tribes have disarmed part of the Army of the pretender, Ali Ahmed Khan, some of whose troops have deserted and gone over to Habibullah.

A special Jirga has been summoned at Koda, near Jelalabad, for the purpose of adjusting inter-tribal disputes and arranging a campaign against Habibullah.—*Reuter*.

SEA FREEZES OFF FRENCH COAST.

(Continued from Page 1.)

the conditions. Many of the schools have been closed.

From Prague, it is learned that the intense cold is slowly paralysing industrial life in Czechoslovakia. Many roads and the majority of the railway lines have been completely blocked by snowdrifts, and Bratislava and other towns have been isolated.

Many of the smaller factories in the country are entirely without coal and have had to close down.

Berlin in Darkness.

Reuter's Berlin correspondent cables that the centre of the German capital was this evening plunged into darkness as the result of the freezing of the main gas-pipes, which cannot be thawed owing to the danger of explosion.

Navigation of the Scheldt at Antwerp has now been suspended completely.

The River Seine at Paris is beginning to freeze over in earnest and water-borne traffic has already ceased owing to the danger of floating ice. The River Somme is completely frozen up in the Peronne and Abbeville districts.

Sea Frozen off France!

Even the sea has frozen over at Derck-Plage, the ice being capable of bearing a man to a point a hundred yards from the shore.

A record low temperature of 66 degrees of frost was registered to-day at Bonneval, near Moutiers, and there have been more than twenty deaths from cold in France to-day.

For the first time within living memory, three inhabitants of lonely Urk Island in the Zuyder Zee succeeded in crossing the ice from Enkhuisen travelling northwards by Volendam and Marken to Urk.—*Reuter and British Wireless*.

Conditions Persist.

London, Feb. 15.

The severe frost, which has now prevailed for 120 hours, shows every sign of persisting.

In London this morning the screen temperature showing nine degrees of frost was the same as yesterday at the corresponding hour, but during the night it was slightly colder in London than the preceding night. An exposed thermometer registered twenty-three degrees of frost.

Ice gained on the Thames during the night. The river was frozen over at places below Windsor, and although no ice that could impede navigation was seen below Walton yesterday, ice blocks of considerable size were to be seen floating in the river just above the tidal waters at Richmond to-day.

Reports state that at certain places along their courses, some twenty-three English and Scottish rivers are now coated with ice. They include the upper reaches of the Severn, and the swift-running Spey river.

Skating is now general throughout the country.—*British Wireless*.

LOCAL FLYING MISHAPS.

OFFICIAL REPORT SHOWS NO-ONE HURT.

The official report of the air mishaps yesterday (reported on another page), issued this morning, states:

Two flying accidents occurred in the vicinity of Mira Bay on February 15. A Fairey Flycatcher N9918, piloted by Lieutenant McIntyre, R.N., Flying Officer, R.A.F., had a forced landing in the sea. The pilot was saved unhurt.

A Fairey 3D S1010 float plane, containing Lieutenant Healing, pilot, and Commander Wales, observer, and Telegraphist Theobald, crashed on landing near the Fairey Flycatcher. The crew was picked up and no-one was hurt.

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